JUNE 9, 1951

# The Autocar

1/-

FOUNDED 1895 LARGEST CIRCULATION

## *Leadership in Style and Beauty*

**The 'Consul' 4 cylinder (1½ litre) is a really beautiful car, both inside and out. Observe these 'Five-Star' features :—**

★ *SUPERB STYLING with perfectly balanced proportions.* ★ *SPACIOUS INTERIOR made possible by utilising full width of car.* ★ *MAXIMUM FIELD OF VISION, with large curved windscreen and rear window.* ★ *FOUR WIDE DOORS, when open are automatically held in position for easy entrance and exit.* ★ *LOW-BUILT, EFFICIENT FLOW LINES ensure exceptional cleanliness of bodywork.*

Ford *MOTORING IS 'FIVE-STAR' MOTORING* ✶ ✶ ✶ ✶ ✶
*—THE BEST AT LOWEST COST*

BY APPOINTMENT TO H.M. KING GEORGE VI MOTOR VEHICLE MANUFACTURERS

FORD MOTOR COMPANY LIMITED · DAGENHAM

IF YOU WANT THE BEST DAMPER IN THE WORLD *then you want the*

# GIRLING

*Direct Acting* **DAMPER**

GIRLING LTD • KINGSFORD • TYSELEY • BIRMINGHAM 11

# *World-wide acclamation for its*

## ECONOMY—EASE OF HANDLING—'BIG CAR' COMFORT

The fuel consumption of the **Renault '750'** amazes even those who are used to small engine performances. Fifty miles to the gallon is quite usual, while the more sedate driver may get as much as sixty. Light weight construction is the answer, plus a neat little 4-cylinder engine with a positively ascetic appetite!

A brief run in the '750' will show you that here is a car that responds with obedience and alacrity. Acceleration and top-gear performance are remarkable. In town traffic it is a joy to manoeuvre; while rough going holds no terrors—witness, the following extract from "*Motor Industry*":

"*Deeply rutted, boulder-strewn areas were taken at speed, but the car was cruiser-tank-like in its stability, although all four coil springs were obviously engaged in a top-rate workout.*"

Added to all this, you have ample room for four passengers within the 6 ft. 11 ins. wheelbase! How's it done? Mainly by placing the engine at rear, leaving floor space free from the usual transmission impediments. It is no idle boast that this little car gives you 'big-car' comfort.

**NOTE TO EXPORTERS**

*The Renault's capacity as a money-spinner has been proved by its eager reception in the U.S. and other hard- and soft-currency areas. There's still plenty of scope for enterprise in a global market hungry for efficient small cars. Why not drop us a line?*

# RENAULT '750'

RENAULT LIMITED · WESTERN AVENUE · LONDON W.3

CVS-257

The above photograph was taken on Wednesday June 28, 1950, and on this day, as can be seen from the picture, 146 post-war and other cars were offered for sale.

Photo by AEROFILMS.

## SALES DAYS

**CHICHESTER** — Every **TUESDAY** at **2** p.m.
The Hornet, Chichester, Sussex. (Chichester 3315).

**FARNBOROUGH** — Every **WEDNESDAY** at **1** p.m.
Frimley Bridges, Farnborough, Hants. (Camberley 1496 and 1544).

**SOUTHAMPTON** — Every **THURSDAY** at **2** p.m.
Opposite Millbrook Church, Millbrook Rd. (Southampton 71529).

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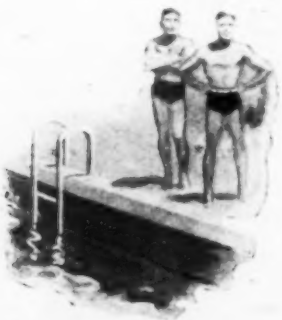
★ *See Auctioneers Announcements appearing weekly in the Classified Columns.*

# SOUTHERN COUNTIES CAR AUCTIONS LTD.

# CROMARD maintains— high performance

Leading Manufacturers are turning to Chrome finished bores as the only practical solution to cylinder wear



CROMARD LINERS

We may not be able to supply from stock but we are doing our best to meet the ever-increasing demand for the only cylinder liners that are good for 100,000 miles—or more.

*Sole Concessionaires':*

## LAYSTALL CROMARD LIMITED

*Head Office: 53 Great Suffolk Street, London, S.E.1.* *Telephone: WATerloo 6141*
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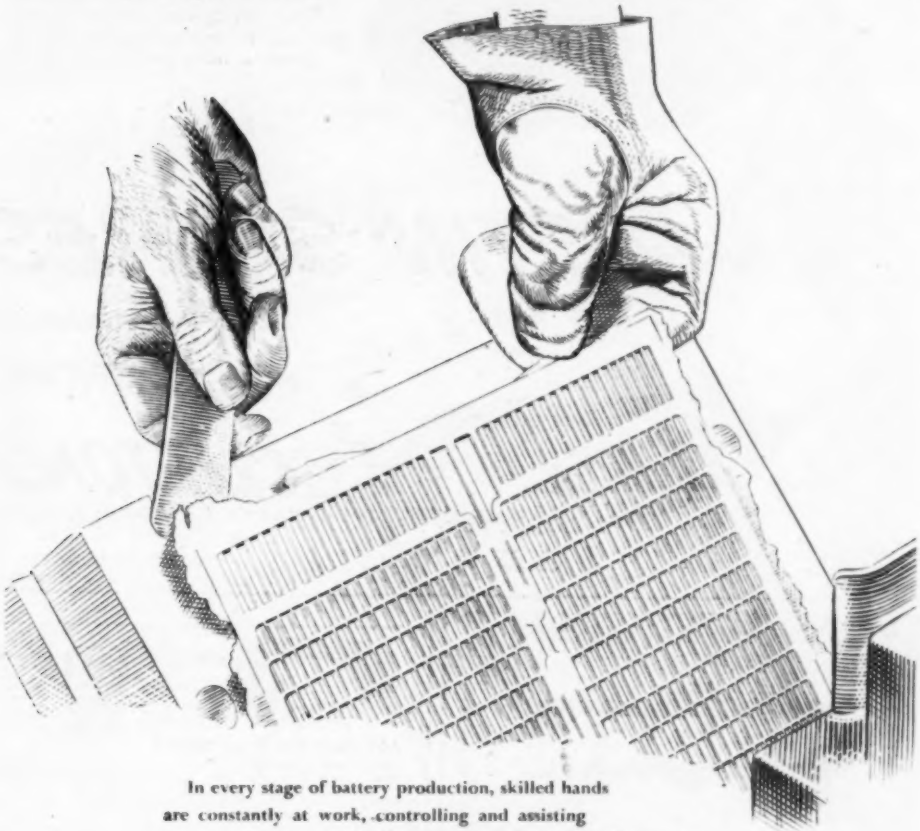
**ARMSTRONG'S PATENTS CO. LTD.**

BEVERLEY YORKS

# the future in their hands . . .



In every stage of battery production, skilled hands are constantly at work, controlling and assisting the many varied processes used in manufacture. The owners of these hands are men who are shaping a new future for the motorist, keeping the Oldham starter battery abreast of all the latest developments, and ensuring even more 'Power to Spare' for the battery user of tomorrow.

OLDHAM

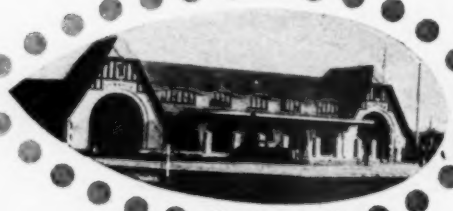
**the Battery with Power to Spare**

OLDHAM & SON LTD · DENTON · MANCHESTER · ESTABLISHED 1865

Cliftons Service Station is in direct link with AUSTINS Factory at Longbridge (pictured here) . . . the result is a most efficient and personal service to you.

# for AUSTIN SPARES

Factory Replacement Units & SERVICE



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SERVICE STATION LIMITED

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TOOLS FOR THE CRAFTSMAN

TRADE WODEN MARK

## THE VICE.. without a 'Vice'

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**1951 CAMPING LIST NOW READY**

Tents, Camping Accessories and Clothing.

**JAGROSE CAR ACCESSORIES CATALOGUE**

Over 1,000 bargains listed and fully illustrated. The 1951 Edition now available. Send 6d. for your copy now. Post free.

## JAGROSE TOURING TENTS

COMPLETE WITH ROPE, PEGS, ETC.

| Model | Long | Wide | High | Walls | Carr. | Price |
|---|---|---|---|---|---|---|
| No. 1 L'wt. | 7' 3" | 5' 3" | 3' 6" | 12" | 1/9 | 49/6 |
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| No. 7 W'inst | 7' 3" | 4' 3" | 6' 6" | 18" | 1/9 | 140/- |
| No. 8 Tallboy | 6' 6" | 6' | 6' | 36" | 2/3 | 190/- |
| No. 9 Giant | 10' 3" | 6' 6" | 6' 6" | 36" | 3/6 | 290/- |
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| No. 12 Toilet | 4' 4" | 3' 3" | 6' | — | 3/11 | 84/9 |

Flysheets available for all tents from 46/6. Give full size of tent when ordering.

**JAGROSE REPLACEMENT PISTONS**

Set of Four

Standard or oversize

Austin 7 ..... 37/6 set
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Post 1/-.

**JAGROSE CABLE ADJUSTORS**

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Postage 6d.

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For most popular cars. State nut size when ordering.

Each 3/6 Postage 9d.

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6 or 12 volt

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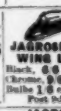
**DRILLS**

Breast Drills, 3-speed, as illustrated Each 23/6

Hand Drills 5/9 each

Post and packing 1/-.



**JAGROSE CAR WING LAMPS**

Black, 6/6 and 8/6. Chrome, 9/6 and 11/3. Bulbs 1/6 each extra.

Post 9d.

**JAGROSE CIGARETTE LIGHTERS**

6 or 12 volts

To screw on dash-board 7/6

Post and Packing 9d.

**JAGROSE ROOF LAMPS**

Chromium plated. Post 9d.

Bulb 1/6 extra. 5/6

**JAGROSE CONTACTS**

Set complete with blade and screw, for most cars in stock from 3/3 Post each 3d

Quotations per return.

**JAGROSE GARAGE DOOR STOPS**

each Post 7d. 1/9

**JAGROSE Super FIRE EXTINGUISHERS**

Pump action 2½-pint capacity with wall bracket. Limited supply, to-day's value 39/6 25/-

Post and packing 1/3.

**Jagrose Foot-Control DIPPER SWITCH**

4/3 Each

TRICO

Post 9d. 6/6

**JAGROSE HUB Drawer**

For Austin 7 Each 7/6

Post 10d.

**Jagrose Sprocket Removers**

Midget for in-gearbox, etc. 12/9, Small 2-leg 10/9, Small 3-leg, 15/9, Medium 3-leg, 22/6, Large 3-leg, 28/6 each. Post 9d.

# JAMES GROSE LTD

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# NEW SENSATIONAL CAR-WAX SWEEPS THE COUNTRY!

**GUARANTEE. Car-Plate is a wax — only wax gives lasting shine and protection. Guaranteed to contain no abrasives. Your money back if not completely satisfied.**

TENS of thousands of motorists have proved that Car-Plate gives their cars a genuine wax finish, the brightest shine, the most lasting protection — *in 20 minutes!* Just spread Car-Plate on a clean car, let dry — then wipe lightly. That's all! No rubbing with Car-Plate — so quick and easy a child can do it!

And that beautiful gloss is also your car's best protection against sun, rain and grime. There's less need to use cleaners — an occasional washing down is all that's necessary! You've never seen anything so brilliant as a Car-Plate finish — diamond bright and such depth of colour! No wonder Car-Plate is sweeping the country!

**In tins or bottles 5/- from all garages.**

## IMPORTANT!

**Car-Plate is a WAX — not a CLEANER**

Before waxing your car with Car-Plate it is essential that the finish be completely clean and free from grime, grease, dead paint and oil film. For quick, thorough cleaning of your car, Johnson's CARNU is recommended. Price 2/6d. a bottle, sold wherever Car-Plate is sold.

# JOHNSON'S CAR-PLATE

READER'S DIGEST for April reported it

**SPREAD . . . LET DRY . . . WIPE!**

**MADE BY THE MAKERS OF JOHNSON'S WAX**

FIRST IN 1906—
still the best!

FIRST in the world to produce the all-metal DOVERITE covered Steering Wheel, DOVER have led in design, construction, and finish ever since.

AS FITTED TO BRITAIN'S FINEST CARS FOR NEARLY 50 YEARS.

Sole Manufacturers:
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DOVER
SAFETY SPRING ARM STEERING WHEELS

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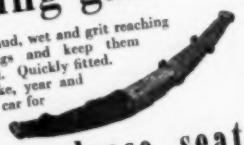
★spring gaiters

Prevent mud, wet and grit reaching the springs and keep them lubricated. Quickly fitted. Send make, year and model of car for prices.



★WILCOT loose seat covers

Tailor made. Send make, year and model of car for prices, samples and particulars.

WILCOT POLISH makes and keeps cars looking like new. 4/- tins from most Garages. If unobtainable, write us.

WILCOT (PARENT) CO. LTD.
FISHPONDS. BRISTOL.

'Now I'm getting a free gear on Home Insurance!'

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*Please send me full particulars of 'General' Household Insurance*

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*Send coupon to H.C. Dept., General Buildings, Perth, Scotland, or to nearest office (see Telephone Directory)* A. 2/5

• PEACE OF MIND COSTS VERY LITTLE •

# Why has MEASHAM won such high renown in the sale of USED MOTOR VEHICLES?

IN the five years from 1946 to 1950, no less than 45,779 used motor vehicles were sold at Measham for the colossal total of £15,000,000. How has this remarkable success been achieved? The answer is well-known to many thousands of customers who have been completely satisfied by the Measham method and service.

## If You Are Proposing To Sell Your Car, You Are Entitled To Ask These Questions . . . .

● WHY SHOULD I ENTER MY CAR FOR SALE AT MEASHAM?

BECAUSE people come from all parts of the British Isles willing to pay fair market prices, and knowing they will always find a very wide range of motor vehicles for sale.

● WHY ARE THE PUBLIC SO WILLING TO BUY AT MEASHAM?

BECAUSE it is only there that they can buy under the Measham Protections and Services.

● WHAT PROTECTIONS DOES MEASHAM OFFER?

FIRSTLY, a special Indemnity is provided against buying a stolen vehicle, or one subject to a Hire Purchase agreement.

SECONDLY, under Clause 15 of the Conditions of Sale, major defects must be disclosed before a vehicle is offered for sale.

● WHAT DOES IT COST ME TO SELL AT MEASHAM?

THE entry Fee is £1 and 5 per cent commission is charged *only* when the vehicle is sold.

**When you sell your car, in your own interests, take advantage of these**

## Measham Services And Facilities

★ VALUING YOUR CAR

At the Measham Sales Headquarters, or at the Branch Offices and Showrooms, free advice is readily available on the current value of any used motor vehicle.

★ COLLECTION AND DELIVERY

If you cannot visit Measham yourself, we can arrange collection of your car, and delivery can also be arranged for the purchaser, if required.

★ VALETING SERVICE

Our Valeting Service will ensure that your car looks its best when going into the Measham sale rooms.

★ FREE TRAVEL SERVICE

Motor Coaches run to Measham from many parts of the country, on Tuesdays and Thursdays, for the convenience of visitors, returning by the same route in the evening. No charge is made. Ask for Time Tables.

*FOR FURTHER INFORMATION AND ENTRY FORMS PLEASE ADDRESS YOUR ENQUIRY TO THE SALES DEPARTMENT.*

MEASHAM MOTOR SALES ORGANISATION
(G. A. Hill, M.I.M.I.)

MEASHAM, BURTON-ON-TRENT

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*Telegrams:* Measham 322
LONDON: 368-370, Kensington High Street, W.14. (Near Olympia).
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MANCHESTER: 32-34, Victoria Street, 3
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*Caravan Specialists for over 28 Years*

**LONDON CARAVAN COMPANY LIMITED**

BARNET BY-PASS, ELSTREE, HERTS
Phone: ELSTREE 1165 and 1364
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*Your Guarantee of the utmost in caravan Quality Design and Value*

*Distributors and Agents for:*

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*D.B. Super Trailers for every type of business and private use.*
*Carrying capacity 4-30 cwt.*

ALL MODELS ON DISPLAY AND FOR EARLY DELIVERY

*'Luxury Look'*

**UPHOLSTERY COVERS**

*Tailored to your personal taste*

SEND NOW for FREE PORTFOLIO OF ACTUAL SAMPLES

Protect the upholstery. Prevent "shine" on clothes. Give your car an attractive interior appearance — and maintain its re-sale value

USE THE COUPON NOW

To BLANCHFLOWERS', "The Motor people," KETTERING please send patterns and prices of your "Luxury Look" Covers for my.....car,.....model, .....year.

Name .....
Block letters, please.

Address .....
Autocar, June 8

WELL WORTH FITTING FOR THE ADDED PERFORMANCE!

**VERDIK**
AUTOMATIC EXTRA AIR INLET

QUITE APART FROM THE CONSIDERABLE SAVING OF PETROL

NOW ONLY 72/6 AIR FILTER INCLUDED

Our clients often write to us with glowing accounts of 'Better Performance' as well as the 'Great Saving in Fuel.' In all modesty, however, we are content

*—TO GET YOU AS FAR AS POSSIBLE ON EACH 3/6 WORTH*

CAN YOU AFFORD **NOT** TO FIT A 'VERDIK'?

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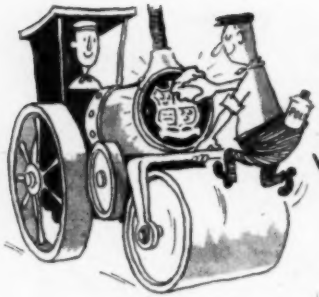
Tygan, the new synthetic woven fabric, has many unique advantages as a material for making up into loose covers for car seats. Being washable it can be wiped down with a damp cloth to keep it clean, hygienic and smart in appearance. It is immensely tough and withstands with ease the continuous hard wear it can be expected to receive, especially in the driving seat. Being fast to light it will not fade and it is moth-proof and rot-proof. There is a choice of a wide range of attractive colours and designs suitable for use in cars of all types.

*Specify* **Tygan** *for loose covers*

*Send for this* **Free Folder** *containing patterns quoting ref. B.7*

**Tygan** woven fabric

MANUFACTURED BY Fothergill & Harvey Ltd., Harvester House, Peter St., Manchester 1



# Smarten up in front !

There's a decided air of elegance about the car that carries a C.U.D. Badge Bar . . . a specially designed bar of heavily chromium-plated steel that will display your club and association badges in the trimmest, smartest way. The bar will hold up to five badges, which are very simply clipped on.

*Your service garage will be pleased to supply and fix a C.U.D. Badge Bar to YOUR car.*

**Individually designed bars for the majority of post-war British Cars.**

***Prices from 45/- plus postage. Supplied with two clips. Extra clips 3/6 each.***

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**BADGE BARS**

**CASTLES**

**UNIT DEVELOPMENT LTD., CHURCH GATE, LEICESTER.** *Telephone : 65251 (4 lines).*

# Are YOU using these

**Remarkable NEW Polishes specially formulated FOR YOUR CAR**

HERE's a new smartness for your car — with less effort too! These new and better polishes were evolved by I.C.I. specially to suit your car, and are the finest you can buy today. They not only impart a brilliant gloss, but protect and preserve that Showroom finish. I.C.I. Wax Polish and I.C.I. Liquid Polish are easy to use, long-lasting and suitable for any car finish. In large tins: Liquid 3/3d., Wax 5/-. From your usual suppliers.

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**WAX POLISH**
**LIQUID POLISH**

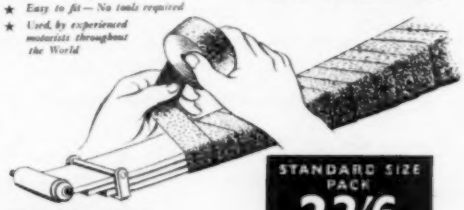
*Sole Distributors :* **RAWLPLUG PAINT CO., LONDON, S.W.7**

# 6 REASONS WHY YOU SHOULD FIT DREVO

REGISTERED

## SPRING PROTECTOR

- ★ *Guarantees trouble-free suspension*
- ★ *Provides a water-tight cover and excludes grit*
- ★ *Maintains rust-free springing system*
- ★ *Eliminates squeaking springs*
- ★ *Easy to fit — No tools required*
- ★ *Used by experienced motorists throughout the World*



**STANDARD SIZE PACK 22/6**

**"DREVO"**

is fitted as standard by Austin to their A.70 and A.90 models; also by A.C. Cars. A wrapping of specially manufactured material, impregnated with a graphised composition which never hardens or cracks.

"DREVO" provides moisture-proof protection and prevents mud, granite chips or rust from lodging on the leaves of the springs.

*Fit "DREVO" now and your car will glide along.*

**STANDARD PACK** *For cars up to 10 h.p.* *Complete 22s. 6d.*

**LARGE SIZE PACK** *For cars over 10 h.p.* *Complete 32s. 6d.*

*Obtainable from leading motor dealers and garages or direct.*
*Descriptive leaflet, free on request, from Sole Distributors :*

**THE ECONOMIC SALES SERVICE**
1, WELLCLOSE SQUARE LONDON, E.1
(WORKS: 33-35 CHAPEL ROAD, LONDON, S.E.27)

# REDEX CONVERSION

## makes your car

Like every motorist, you want better all-round performance and lower running costs for your car. REDEX Conversion is the method by which thousands of motorists have achieved this — by having their cars tuned to peak performance under the REDEX System.

Tests carried out by "The Autocar" on a 16 h.p. car showed 20.3% more m.p.g., 40% better acceleration, and 5 m.p.h. faster up hills — after REDEX Conversion. To get all the benefits of REDEX a car needs the full Conversion, after checking for excessive wear. A REDEX Conversion reduces fuel consumption, improves lubrication on all moving parts of the engine and tunes it scientifically for maximum efficiency and economy. REDEX can save you as much as 6d. on every gallon of petrol, and gives faster, smoother running.

### WHAT REDEX DOES

REDEX improves the efficiency of normal lubricating oil by preventing breakdown of the oil film at high temperatures, by counteracting gum- and sludge-formation and by resisting chemical changes which would lead to harmful corrosion under the stress of working conditions.

### THE REDEX CONVERSION ITSELF

When your car has a REDEX Conversion, all old oil is flushed out with REDEX and neat REDEX is fed into the engine through the induction manifold to wash clean every moving part. The engine is refilled with new oil, with REDEX added in the proportion of one part of REDEX to three parts of lubricating oil. Next the engine is precision-tuned to obtain the highest performance and most economical fuel consumption. The results of instrument tests and road performance tests carried out both before and after the Conversion are entered on the Conversion Record. This Record is given to you to show you the improvements achieved.

### THE REDEX INSTRUMENTS

These REDEX instruments enable you to keep a constant visual check on the performance of your engine and to regulate the upper cylinder lubrication while your car is actually running.

**THE ROBOT** *is connected to the induction manifold and by constantly registering the vacuum it enables you to see that the most economical petrol/air ratio is maintained. By driving to register the best figure at all times you can ensure the greatest economy in fuel consumption and engine strain.*

**THE LUBROCHARGER** *enables you to regulate a flow of REDEX into the induction manifold. Correct use of the instrument reduces friction and wear by maintaining perfect lubrication in the upper cylinder and around the valve stems. The Lubrocharger provides this at all times and particularly when it is most necessary — on starting from cold and when the engine is subjected to extra strain.*

★

### After the Conversion—Join the REDEX Car Club

To make sure of maintaining the gains of your REDEX Conversion, join the REDEX Car Club. For only £3.3.0 a year your car is scientifically checked and tuned each month. Any falling-off from maximum efficiency and economy is immediately checked — so that your car is kept always at its highest performance.

OFFICIAL REDEX STATION

*Write for details of the remarkable REDEX System for obtaining maximum efficiency and economy from your engine to:—*

**REDEX (Dept. 55) 365, CHISWICK HIGH ROAD, LONDON, W.4.**

★...the choice of discerning motorists-

ACE

"SILVER PEAK" number plates

No other number plate possesses quite the same distinction and character—the style is unique, and the silver-anodised finish is lasting and attractive; that is why motorists who are particular about the appearance of their cars, and want number plates that will last, invariably choose Ace "Silver Peak." They may be obtained from any garage or motor agent or direct from us in Coventry or London.

Manufactured by
CORNERCROFT LTD
ACE WORKS, COVENTRY
'Phone Coventry 4123
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'Phone Grosvenor 1645

"ACE" also make "WHITE PEAK" characters of the same style as "Silver Peak" but with a special processed white finish which is both durable and attractive. When ordering please specify whether "SILVER PEAK" or "WHITE PEAK" are required.

★ BRITAIN'S BEST NUMBER PLATE

N.C.4

YOUR BEST HOLIDAY INVESTMENT IS A THOMSON 'ALMOND' CARAVAN

*The Light Car owner can now enjoy all the pleasures of happy carefree caravan holidays. The Lightweight "Almond" is designed for easy towing and perfect behaviour on the road. Planned to accommodate and sleep four people in complete comfort it is indeed a sound investment which will pay big dividends year after year.*

14 ft. long, 2 Apartments, 4 Berths—double and 2 singles; all practical modern kitchen facilities; Lighting—gas and electric; Cooking—gas hotplate; Aluminium Panelled with Fibreglass Insulation.

PRICE £355 ex works

*On N.C.C. List of Approved Manufacturers. From all the Better Caravan Dealers.*

*Write for illustrated Particulars and Name of nearest Distributor:*

THOMSONS (CARRON) LTD.
CARRON · FALKIRK · STIRLINGSHIRE

*Telephone: Larbert 393-394*

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Equip with KING DICK

King Dick Kits include a series of our super quality tools and are available to suit all popular makes of cars

LEADERS FOR A CENTURY

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## Non-Ferrous CASTINGS

Our specialised knowledge is offered to you in the supply of C stings from a few ounces up to 5 tons———in

**PHOSPHOR BRONZE**

**GUNMETAL**

**MANGANESE BRONZE**

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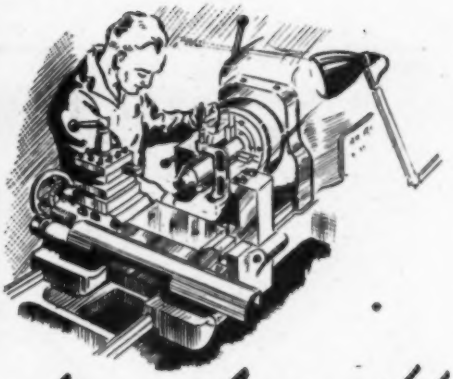

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The Autocar
FOUNDED 1895

No. 2897 FRIDAY, JUNE 8, 1951 Vol. XCVI

# Aerodynamics and Petrol

STREAMLINING for speed has always had a limited appeal to the British motorist, whose m.p.h. is governed by road conditions. Weighed against room and comfort it is usually found wanting. But if streamlining can be shown to save appreciable quantities of petrol his interest is immediately quickened, and the article on the following pages offers great promise in this direction. The author makes the bold statement that an aerodynamic body can halve petrol consumption; this would be about 1s 9d every thirty miles, an extremely worthwhile saving.

The body from which these claims arose may not be prepossessing in appearance, but it needs only minor modification to make it so without losing its aerodynamic virtues, and it is plain that motoring taste nowadays is prepared to accept streamlined shapes that it would have rejected twenty years ago; indeed, one of the most interesting diagrams included is a graph of "public acceptance" of streamlining.

Some manufacturers have already taken advantage of this broadening of taste to introduce models that are sufficiently aerodynamic to affect fuel consumption, and there is little doubt that further progress in this direction is possible. As with all progress, however, there are difficulties to be overcome. One is the provision of adequate braking for a car which, like the man on the flying trapeze, "flies through the air with the greatest of ease"; another concerns driving visibility through a sharply raked screen and over an imprecise expanse of envelope. A third is the accommodation of more than an occasional passenger in the dwindling tail of the aerofoil shape.

It may be that some disadvantages of true streamlining have to be accepted, and there is no reason why motorists should not be offered the choice. Certainly there are many small families who might well be prepared to give up the full back seat for the sake of halved petrol costs.

# Into a North-East Wind

THERE was symbolism in the departure last Friday of the Austin A.40 Sports and its tender, "The Flying Dutchman." The car disappeared into the hurly-burly of the roads (or tracks) of the world; the K.L.M. DC4 climbed steeply into a cold north-east wind. The sun shone, brilliantly; but it was warm only in sheltered spots.

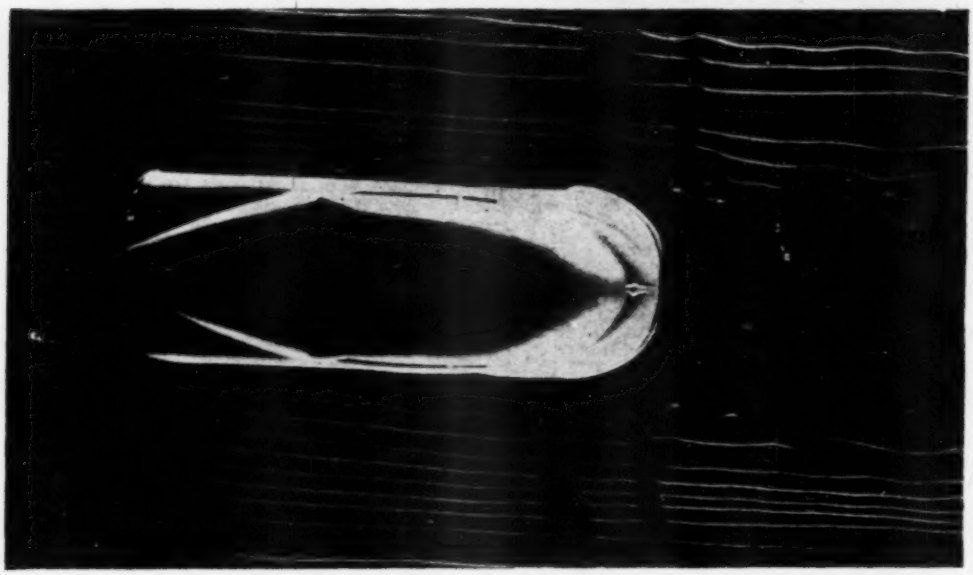
This is the export picture for Britain today. With Continental manufacturers challenging in many territories the cold wind of competition is getting up, and sheltered markets are not so easily found as they were before the war. And with car traffic increasing all over the world, buyers become familiar with the various models, and will no longer snap up anything that is available. Where British cars were once solitary pioneers, in this modern age they must rub shoulders with, and brush off, the performance of comparable models from other countries. It is, nowadays, a hurly-burly of competition in most markets.

That is why the Austin venture is to be applauded. The romance of it must ensure that this car attracts attention in every territory through which it passes, and its progress is news in a world which longs for a line of type that does not spell crisis. In the next week or two newspapers all over the world will carry the story of this British venture, and the name of Austin—and Britain—will be reiterated before the public's eyes. This is good stuff, and the Austin company must take all credit for not being content to rest upon their considerable export laurels.

By now, drivers Hess, Sleigh, Jeavons and Coates are well on their way in the latest new model from Longbridge. We have confidence in all five of them, as we have confidence in the country which made their car. And when they arrive back in this country, battered, no doubt, but on time, they may rest assured that they have achieved something for Britain.

## IT *IS* POSSIBLE . . .

. . . to build cars with roomy and comfortable interiors but nevertheless causing remarkably little disturbance of air through which they pass. The picture below shows ribbons of smoke being blown past a model of a Bristol 401. The air is parted cleanly, passes along the sides with the minimum width of eddy; and (smaller picture, showing an actual car being tested with tufts of wool) runs over the tail with an unbroken flow. In this article the author (who is not connected with the Bristol company) describes the conclusions he has drawn from some experiments which he himself has carried out.



# *Aerodynamics of Motoring*

## THE ROAD TO REAL ECONOMY LIES IN SHAPE PLUS SUITABLE RATIOS

***by John P. M. Reid.*** A.F.R.Ae.S., M.S.A.E., M.I.A.S

THE Budget has dealt the motorist a double blow—dearer fuel and dearer cars—and in our straitened economic circumstances that means less fuel and fewer cars; in short, less private motoring. Whether the Chancellor of the Exchequer likes it or not, a private means of rapid locomotion has become a necessity in the type of society we have created, and its economy is of primary importance, both to him from the dollar viewpoint, and to each of us in equally rare sterling.

In most so-called civilized countries the introduction of the car caused roads to be made and developed to suit its own development. In England, however, we were so highly civilized before the car was invented that we already had many roads; in fact, so many that there was insufficient room to make any additions appropriate to the new means of transport.

Earlier Chancellors than Mr. Gaitskell were of much the same mind about motorists, and succeeded in preventing any material alteration to the existing highway system; moreover, they imposed a taxation system which, in conception, was absurd, and in application almost prohibitively disproportionate. It was hardly surprising that the pre-war development of the British small family saloon appeared to have been based on the assumption that a man's stature was proportionate to his bank balance! The result of all this was admittedly inexpensive purchase price and cheap running, but they were at the expense of room and performance.

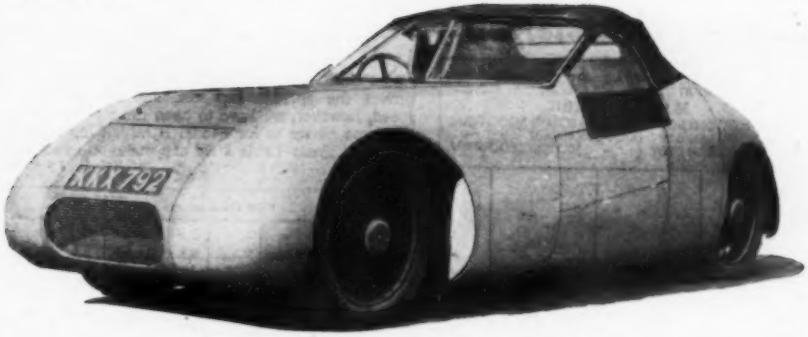



Fig. 1 : The three views on this page show the author's Model C, an aerodynamically conceived body built on an old 10 h.p. chassis. Petrol consumption was reduced by over 60 per cent at running speeds far above those at which the original car was customarily driven.

However, we have now to sell British cars to other nations with modern highways, and they will not tolerate the limitations in comfort and performance to which we have been subjected in the past.

**Adoption of scientific aerodynamic principles in the design of the present-day car can halve its fuel consumption without the penalties of reduced cruising speed or cramped passenger space.**

With this aim in view an aerodynamically conceived body was built on an ancient 10 h.p. chassis, which resulted in an improvement in petrol consumption of over 60 per cent

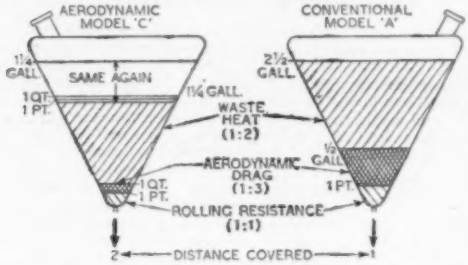



Fig. 2 : The way the money goes at 60 m.p.h. Diagrammatic fuel tanks showing the proportions of the fuel utilized for various purposes on Models C and A.

in general running at average speeds much higher than those at which the original vehicle was customarily driven.

*The effect of wind resistance on fuel consumption.*

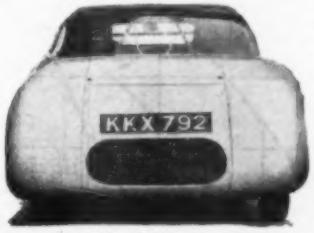
Let us put 10s worth of petrol into each of the tanks of a conventional car (Model A), and an aerodynamic one (Model C) having *one-third* the wind resistance. First of all, we will cruise Model A at 60 m.p.h. and see the way the money goes. The most alarming loss takes place before we get any power past the clutch at all. At part-throttle cruising a brake thermal efficiency of 20 per cent is all we can expect, so that 8s goes up in smoke and heat waves, which leaves only 8s with which to do any work.

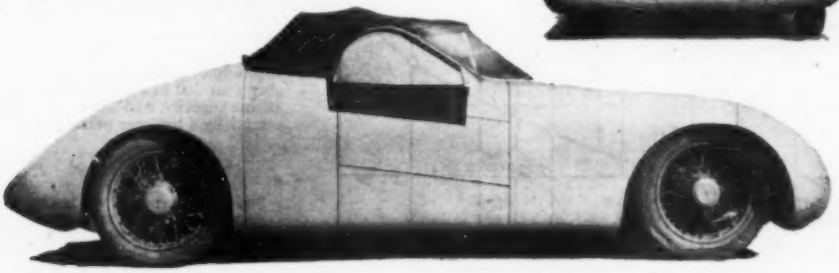
Now at 60 m.p.h., about one-quarter of the available horse-power is needed to overcome rolling or tyre resistance, and three-quarters to overcome wind resistance or drag. Thus, deforming the tyres costs 6d in fuel and this leaves 1s 6d for pushing the car through the atmosphere at 60 m.p.h. Not much to play with! However, let us work backwards through the fuel tank of the streamlined Model C. The reduced air resistance horse-power costs us only 6d, and the rolling resistance remains unchanged at 6d also, so that the actual cost of moving at 60 m.p.h. is reduced to 1s, in other words halved. (It is interesting to note that wind and tyres absorb equal shares of power in Model C at 60 m.p.h.)

## The Theory

Well, that's only 1s saved out of 10s. But this saving is on only 20 per cent of the total fuel needed in the tank, as before. Thus we need only 5s worth of fuel in Model C to cover the same distance, and 10s worth of fuel in that car will take us twice as far. *In other words, by reducing air resistance by two-thirds we have double our mileage.* In theory!

At 30 m.p.h. even, where the two resistances are about



## *Aerodynamics of Motoring* - - - - - - - - *continued*

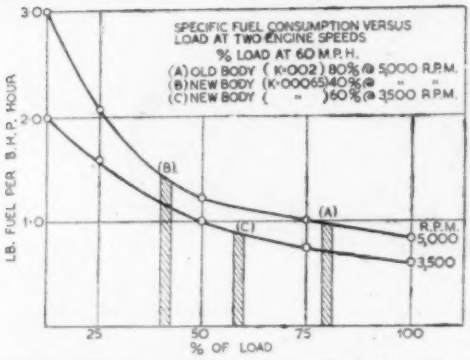



Fig. 3 : Specific fuel consumption curves for Models A, B and C.

equal on the conventional car, it is apparent that a reduction in drag of two-thirds means a total power requirement, and therefore consumption, drop of one-third. Thus even in a built-up area the saving is material. We can improve fuel consumption from 45 m.p.g. on Model A to 67½ m.p.g. on Model C, provided, again, that we can maintain constant engine efficiency. In practice, the engine characteristics affect the issue.

Model A had a top gear ratio of 5 to 1. When the streamlined body was substituted the gear ratio remained the same, and Model B came into being. On this model, the expected fuel economy was not forthcoming. This was, of course, because only about half the power, and, therefore, a much smaller throttle opening, was required at the same high r.p.m., which is conducive to lower engine efficiency and therefore higher specific consumption.

Adding an overdrive lowered the gear ratio* to 3.5 to 1, and thus was created Model C. This meant a reduction in r.p.m. from 4,000 to 2,800 at 60 m.p.h., which in itself improves the specific fuel consumption. At this reduced speed, however, we have to open the throttle farther to get the same power as for Model B, which improves s.f.c. still further. From Table I we can make an exact analysis:—

* "Lower ratio, higher gear."

**TABLE I**

**Fuel Consumption at 60 m.p.h.**

| Model | Per cent Throttle Opening | R.p.m. | B.h.p. | S.f.c. | Lb/hr. | Gals. p.h. | M.p.g. | Per cent Improvement |
|---|---|---|---|---|---|---|---|---|
| A | 80 | 4,000 | 21.5 | 0.9 | 19.35 | 2.58 | 23.2 | — |
| B | 40 | 4,000 | 11.4 | 1.4 | 15.96 | 2.13 | 28.2 | 20 |
| C | 60 | 2,800 | 11 4 | 0.8 (Engine pre-1930) | 9.12 | 1.23 | 48.8 | 110 |

In this case we exceed even the theoretical improvement by 10 per cent.

Let us now examine the effects of these changes on other aspects of performance.

*The effect of air resistance on speed, hill-climbing and acceleration.*

The curves of Figure 4 are of available horse-power at the road wheels, and that required to drive the car at different speeds. The solid loop represents Model A, and the chain-dotted lines Model C. Model B is defined by the intersection of A available and C required.

### Components of Power Required

Power required includes both wind resistance h.p. and tyre resistance h.p., the latter remaining sensibly constant for all three models. (To be strictly accurate, rolling resistance decreases slightly with the lighter bodies of Models B and C, but the difference is too small to affect the result, and would complicate the argument unnecessarily.)

Rolling resistance rises fairly slowly with speed over the range of speeds covered, but wind resistance power increases as the cube of the speed. Thus in Model A drag accounts for three-quarters of the total power required at 70 m.p.h. Thus also a two-thirds reduction of drag reduces the power required to one-half at that speed. The distance between each "pair" of curves represents the extra power available for acceleration or hill-climbing. On Model A this is greatest between 40 and 50 m.p.h. in top gear. Where the curves intersect, the maximum speed is reached (70 m.p.h.) in Model A.

"Streamlining" without raising the gear ratio (Model B) widens the loop, thus increasing acceleration enormously and giving a maximum speed of 84 m.p.h., an increase of 20 per cent. However, the engine is turning over at revolutions one-third above the peak power speed, a condition not likely to reduce maintenance costs!

The acceleration, between 40 and 70 m.p.h. particularly, compares favourably with that of a V eight of twice the engine capacity, and makes the vehicle essentially a top-gear performer on the

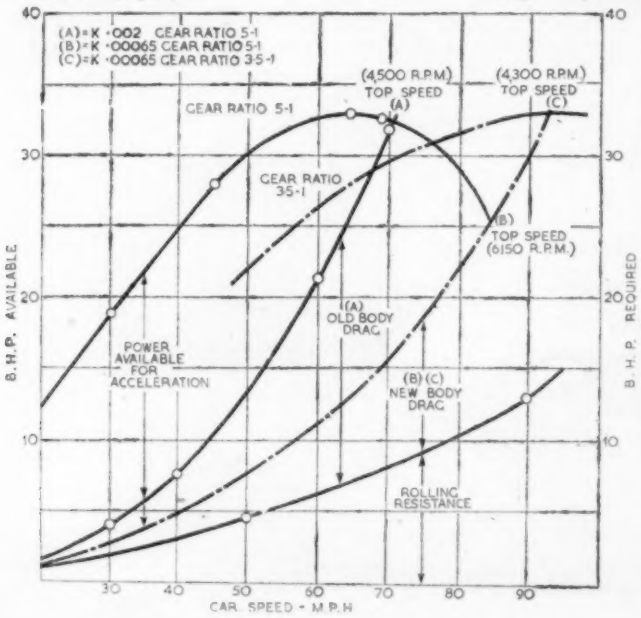
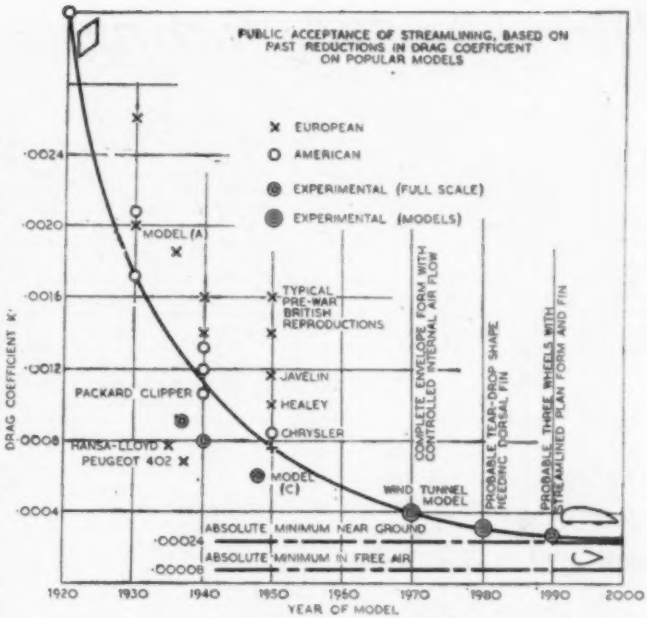



Fig. 4 : Performance test results of a conventional 10 h.p. saloon (Model A) and a streamlined body on the same chassis (Model C), having one-third of the drag of the original.

Fig. 5: Curve of public acceptance of streamlining, based on past reductions in drag coefficient in popular models and postulating the ultimates for road vehicles.




open road. Similarly, gear changing is never needed for main road hills, unusually high speeds being maintained up any normal gradient, permitting cross-country averages which would provoke a good deal of controversy if quoted in this article. The average fuel consumption is thus not quite so unfavourable as in the specific tests at constant 60 m.p.h. suggested in Table I, but it falls far short of expectations.

With its overdrive ratio, Model C has a thinner power loop extending to a maximum speed of 93 m.p.h., an increase of one-third over the original top speed. However, the acceleration is so poor that one could rarely approach the maximum in England. Thus this ratio is useful only for obtaining economy at the higher cruising speeds. On German *autobahnen*, where gradients are restricted to 4 per cent, and which are unobstructed for great distances, Model C would be an obvious choice for normal top, with a normal four-speed box. The optimum at home would be a wider range of gear ratios, from the same bottom gear to, say, 4.25 to 1 on top (90 m.p.h. maximum). The usual intersection of the power curves is arranged at some 10 per cent above peak power speed (as for Model A), to widen the loop sufficiently for a reasonable top gear performance. However, the improved fuel consumption would not be fully realized. The automatic overdrive would certainly repay its extra cost in fuel saving throughout the life of the car.

To complete the picture, some general considerations are worth discussing.

## Shedding Weight

Initial acceleration from standstill is very little better than that of the old saloon, Model A. To improve it requires a reduction in weight of the same order, a very difficult objective in view of the high percentage of *pay-load*, passengers and luggage, which it would be unacceptable to reduce. I would recommend the methods of the aeronautical structural engineer in this endeavour, with his philosophy of continuity of stresses in an enveloping skin and his practice of designing out discontinuities instead of "beefing-up" weak points. It is hoped to describe studies completed on monocoque cars in a subsequent article.

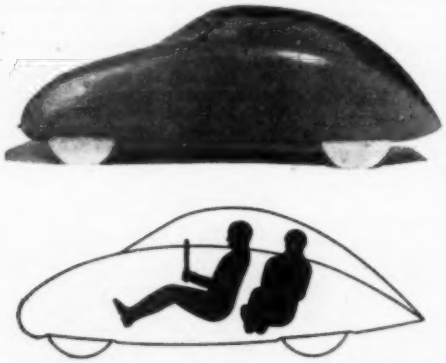


Fig. 6: Wind tunnel model approaching the ideal in streamlining, and the difficulty of providing seating accommodation. The rear passenger looks "very occasional"!

If we can achieve a weight decrease in any way comparable to our drag reduction any trend towards smaller engines will be accelerated rapidly to the point where engines of 2,000 c.c. will become rare indeed, even in the luxury class. This is no wild guess. Evidence exists that the *average* driver cannot control a car satisfactorily and safely much above 80 m.p.h.

The brakes are inadequate at high speeds even at their very best. This is owing to the reduction of power required for propulsion, which has to be made up at the friction linings if the same rate of deceleration is required. Ducted cooling to the brakes is a long-overdue modification, which will be essential before wheel enclosing panels are added.

Nevertheless, these points do not detract from the advantages gained by streamlining. They merely advance in one direction by such a large step that inefficiencies in other directions become the more obvious.

Those who have studied car design over the years will be aware that at least half the improvement in aerodynamic form discussed here has been achieved as an outcome of normal development, and the average modern car is at least one-third better than that of twenty years ago, on which this comparison is based. However, the promised improvement in consumption has by no means materialized, because of the constant demand for so many other things: More room, and therefore greater frontal area, greater comfort, and therefore softer tyres, more accessories and equipment, and a greater weight from all these, and so on.

The need for economical motoring is greater than ever before, but we are even less prepared to make sacrifices in other directions to attain it. Thus it is worth examining whether a comparable improvement can be made to the post-war type of car, whether any sacrifices are involved and, if so, what form they should take. The models described in this article were built immediately after the end of the war, and an extensive wind tunnel programme just completed indicates that it is possible to go much farther along the road to aerodynamic efficiency. This progress will eventually be described.

# Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

## *Who Pays?*

THE scene is a main road near Doncaster. Your Scribe is passenger in a slow car, which is overtaken by a smart Morris Oxford. Later, we catch up with another car, which cannot be overtaken because we are running into a blind bend.

Big surprise! A Humber Snipe passes us both on the corner on this busy road. We hold our breath, but all is well. A mile or two farther on the scene is changed. As we round a similar bend we find a vintage Austin in the ditch on our right. On the left is the Oxford with a battered front end. In front of it is the Humber, rear end battered. The almost inevitable has happened. So what? Well, you and I will pay for the damage to the three cars in insurance premiums—it's a bit hard.

Inevitable has happened.

✦ ✦ ✦

## *What, Again?*

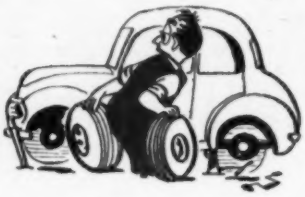
YES, again. The summer is here, and I have had good cause several times to bless my sunshine roof. If I am driving a car that has no sunshine roof, I do not miss it, but that does not mean to say that I do not appreciate it when I have it. I shall be very sorry when the last sunshine roof disappears from the manufacturers' lists, because this is fundamentally a good feature. You will remember that half the trouble with the old House of Commons heating system was that it made for hot heads and cold feet; sunshine roofs enable one to have the reverse, even on a cold day, and they *can* be draughtless. Shut the windows tight and open the roof, and there you have it.

✦ ✦ ✦

## *Change-round*

AFTER five thousand miles I decided that a change round of my tyres was advisable, and devoted a recent Saturday afternoon to the task. It was a straightforward cross-over, the spare being an old one and much more worn down than any of those on the car. At this mileage I could detect no difference in wear between front and rear, nor did I find any trace of the peculiar wear which I mentioned as occurring on the previous set—two adjacent flats on the left-side front tyre. As nothing has been done to front suspension or steering geometry in the interim, I am justified in concluding that it was a tyre fault.

Changing over is well worth it, and the absence of flints in the tyres surprised me; as a rule there are a number which are quite capable of puncturing eventually. This time I found no more than half a dozen, and they were so small that any trouble from them was unlikely. One point to remember is that pressures may need adjustment. My fronts need plus two pounds when they go on the back, and the rear tyres need a two-pound reduction. Not worth bothering about, you say? I disagree; my car is sensitive to those two pounds, advised, incidentally, by the makers in an unofficial chat. The handbook is minus two all round.



Straightforward cross-over.

✦ ✦ ✦

## *Yellow*

THE penalty of lunching with colleague John Cooper is conversation that deals with De Dion axles and all that in relation to G.P. speeds. But the other day he came down to normal speeds sufficiently to discuss yellow fog lamps, which he likes. Now I have been assured by G.E.C. engineers that colour makes no difference. Set up a line of coloured lights and walk backwards from them in fog, and they all disappear at precisely the same instant (provided, of course, that they are of equal power).

"But," said my colleague, "need that be all of it?" Need it, indeed? I should like more information about that. Does the eye respond more happily to yellow light than to white, for instance? And if there is less contrast between the lit and unlit areas, does the eye see more at the edges of the light beams because the pupils are more distended? I believe that the optical experts are still a bit uncertain as to whether bright or soft lights are best for the eyes. So am I. I also wonder, quite frequently, whether we have too much light out front, because I sometimes make a journey on dipped lamps only (dip and switch system). These do not impose a lower cruising speed because I can see quite far enough ahead for my customary 50-55 m.p.h.

✦ ✦ ✦

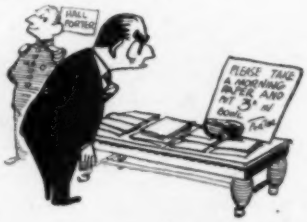
## *Service*

WILLINGNESS on the part of service stations, even in small matters, continues to gratify me. I called in for petrol the other morning at a station where I am only just recognized, and then not in connection with this journal. "Can I have two ignition keys?" I asked, giving the numbers. They went through the bunch, but the numbers were not among them. "Any more keys, sir?" called the mechanic to the boss. No, but they could be obtained in the course of the day. Could they, I wondered? So many things that can be "obtained in the course of the day" turn up after a couple of weeks in these times. Anyway, I called in at 6.30 p.m. that night. My keys were ready, neatly ringed and tabbed. The shop radio began to play "That's a-plenty." So it was; a-plenty of good service, in however small a way.

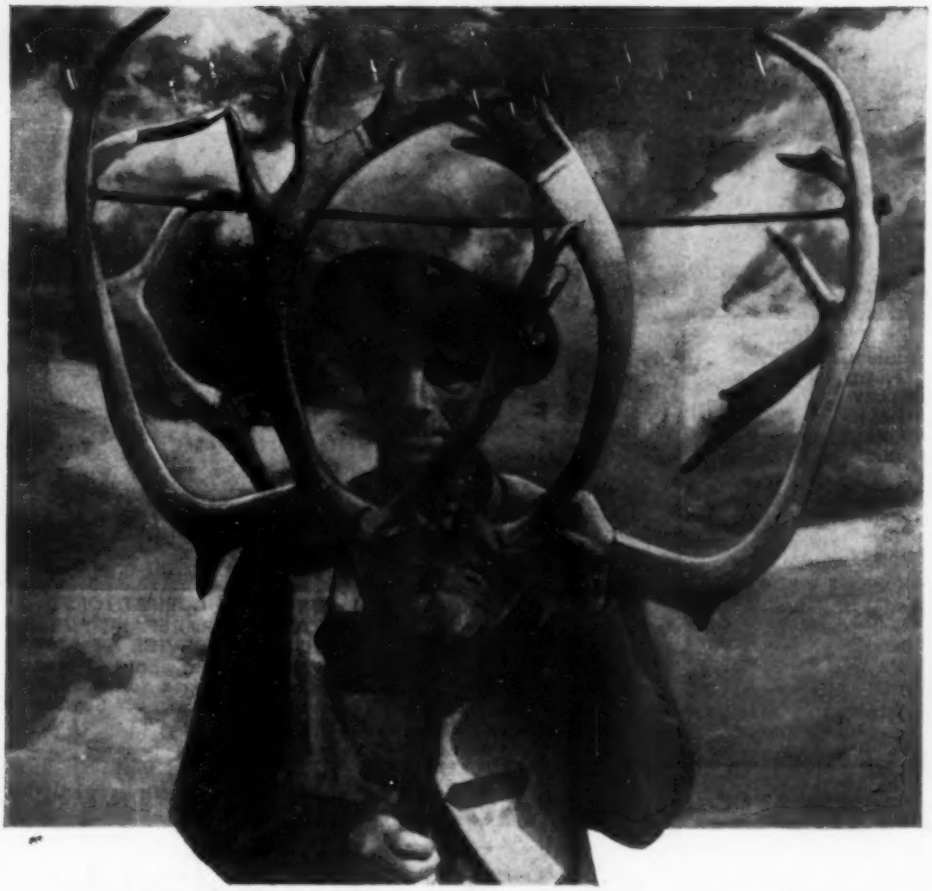
✦ ✦ ✦

## *Tiresome Profits*

HOTEL managements must, in some cases, have rather a sticky time financially, having in mind the present level of staff wages, overheads and so on. I feel, however, that some of the methods of increasing the traveller's bill now creeping into use are unfortunate. A most charmingly sited and built hotel on A1, for example, invites breakfasters to take their daily paper—price 3d. A car left on the open forecourt, unfenced from the main road, is charged with garage, 1s 6d. In Britain I also dislike a separate breakfast charge described as "Continental 2s 6d, Full 5s."




Increasing the traveller's bill.

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*The picturesque Horn Dancers of Abbots Bromley, Staffordshire, whose annual ceremony dates back to the time when our forefathers performed it to express their right to hunt in Needwood Forest . . . so does the Past linger on to enliven and enrich the Present . . . In the same way the accumulated experience of past engineers goes into the products of the Standard Motor Company, providing the continuity of quality and craftsmanship that makes them truly representative of 'all that's best in Britain.'*

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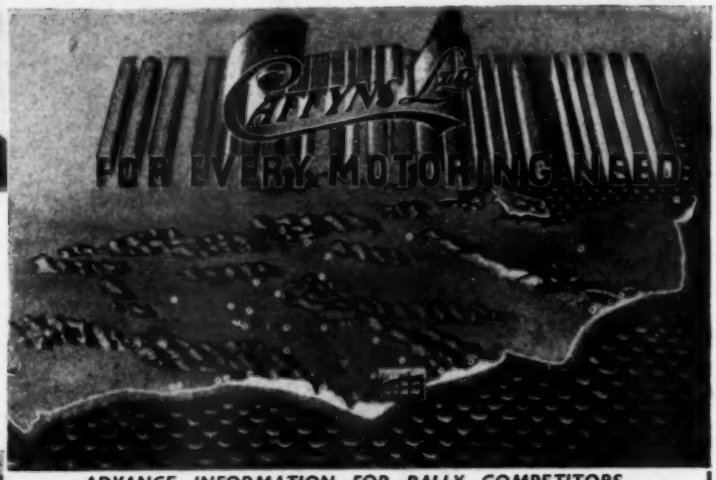


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**EXTENDS A SINCERE WELCOME TO COMPETITORS IN THE B.A.R.C. RALLY**

Nestling at the foot of the rolling Sussex Downs with its spacious promenades and broad tree lined streets, Eastbourne makes a perfect venue for the B.A.R.C. Rally. Once again there is to be a midnight Concours D'Elegance whilst this year will see the introduction of a Concours D'Confort, both of them events which you simply must not miss. At this time of the year the town looks a perfect picture with its countless thousands of flowers in full bloom and the weather is at its best, with long sunny days. So why not turn your visit to the Rally into your annual holiday? There is a wide choice of hotel accommodation offering comfort and service second to none in the country. A full range of entertainments and sports will be in full swing, whilst from June 27th to July 1st "H.M.S. Illustrious" will be visiting Eastbourne. The surrounding countryside abounds in many places of historical interest within easy reach by car.

Any further information about Eastbourne is obtainable from E. W. Lee, Director of Publicity, Department "A," Information Bureau, Eastbourne.

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Four, Five and Six Seaters

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GIVE ME CASTROL
EVERY TIME"

WAKEFIELD Castrol MOTOR OIL is recommended by MORRIS

THE MASTERPIECE IN OILS

# NEWS and VIEWS

## Hudson Closes Down

PRODUCTION has been suspended for three weeks by the American Hudson company because of the recent slump in sales. The Kaiser-Frazer works recently closed for two weeks.

## Belgian Honour

SIR STANFORD COOPER, vice-chairman of the Ford company of Dagenham, has been created Chevalier de l'Ordre de Léopold. The honour was awarded in recognition of Sir Stanford's services as chairman of the Belgian Ford company.

## Lagonda and Aston Martin Up

THE Lagonda and Aston Martin companies have now been forced to increase their prices as follows:—

| | Previous Total | | | New List Price | New Total | | |
|---|---|---|---|---|---|---|---|
| | £ | s | d | £ | £ | s | d |
| Lagonda saloon .. | 2,949 | 5 | 5 | 2,250 | 3,501 | 10 | 0 |
| Drop head coupe .. | 3,065 | 18 | 11 | 2,325 | 3,616 | 5 | 4 |
| Aston Martin saloon ..... | 2,331 | 14 | 5 | 1,750 | 2,725 | 14 | 5 |
| Drop head coupé | 2,487 | 5 | 7 | 1,850 | 2,879 | 5 | 7 |

## No Rationing

IN response to a question in the House of Commons, Mr. Philip Noel-Baker, Minister of Fuel and Power, said that coupons for petrol rationing had been printed against any future emergency that might arise. They did not relate to any specific period.

## Smaller–More Power

IN the Petroleum Congress in The Hague, Professor J. J. Broeze forecast smaller but more powerful engines in the next few years. He said that the petrol engine would become so small that the car would be the simple conveyance it should be, without "the absurd bonnets which we admired as adolescents."

## Affray Appeal

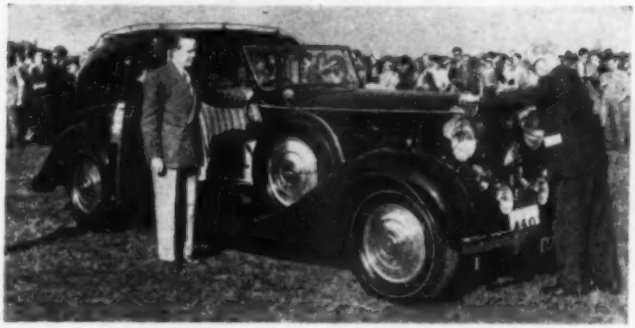
SUBSCRIPTIONS from the motor and allied trades are continuing to flow in to Erskine Motors, 76-82, Stoke Road, Gosport, in support of the fund for H.M. Submarine *Affray*. The latest donations include:—

| | £ | s |
|---|---|---|
| Blunt Taylor and Co., Ltd. ..... | 1 | 1 |
| Shell-Mex and B.P., Ltd. ..... | 100 | 0 |
| Abbott, Anderson and Abbott, Ltd. ..... | 5 | 5 |
| Wellworthy Piston Rings, Ltd. ..... | 26 | 5 |
| Alford and Alder, Ltd. ..... | 2 | 2 |
| British Tyre and Rubber Co., Ltd. ..... | 26 | 5 |
| Power Petroleum Co., Ltd. ..... | 26 | 5 |
| Anonymous ..... | 52 | 10 |

## S.M.M.T. Warning

SPEAKING at a motor agents' luncheon in Felixstowe, Mr. Gresham Cooke, director of the Society of Motor Manufacturers and Traders, commented on the severe shock to the motor industry provided by the introduction of double purchase tax on new cars. As a result of the S.M.M.T. seeing the Government, he said, the tax had been stated to be only temporary. While it was an unpleasant necessity for the moment, as soon as conditions demanded it, the society would not lose a moment in calling on the Government to remove the tax. Manufacturers had to plan so far ahead for new production that the removal of the tax must be made long before it put a stranglehold on the industry.

He added that the petrol tax and double purchase tax on top of what had already to be paid had made Great Britain the most expensive in motor taxation of all the major countries, except Spain. Mr. Gresham Cooke quoted the case of a 10 h.p. car in Australia costing only £14 9s in tax including purchase tax and running it 5,000 miles. In this country it would cost £50 11s.



Southend's Mayor presents a garland to Mr. Raymond Way, whose 1937 Rolls-Royce won the Concours d'Elégance organized by the Wessex Car Club.

## Eyes on Westminster

DURING the committee stage of the Finance Bill, which is now in progress, all motor vehicle users will be interested in the outcome of debates on the increased petrol tax, the doubling of purchase tax, and the continued refusal of the Government to extend to owners of all cars the benefit of the £10 flat rate tax.

It will be remembered that last year an attempt to remove this last anomaly failed by only nine votes. It may be that this year will see success.

## Books Received

**The Dunlop Guide to Great Britain**, published by Ed. J. Burrow and Company, Ltd., Imperial House, Lansdown, Cheltenham. Price 10s 6d.

"It is claimed for the present selection that the motorist using this Guide should not at any time be too far from temporary refreshment, over-night accommodation, or any service required to keep his car running." So runs the introduction to the new edition of this guide, which first appeared in 1924, and the mass of material provided should fulfil the claim. There is a new set of Geographia road maps, with references. The fact that the recent population census, as the introduction states, will make the population figures given inaccurate, is not likely to bother the motorist reader very much.

**The Tourist Guide Book of Spain**, edited by H. W. Serra Williamson. Published by *The Times of Spain* and distributed in England by Edward Stanford, Ltd., 12-14, Long Acre, London, W.C.2. Price 25s.

For some time now, tourists in these islands have had to rely on travellers' tales from Spain. This book is intended to end such a situation. It is in the Williamson's Green Guide series, and contains, besides town plans, routes and maps, extensive introductory material—in potted form—on the history of Spain.

# Parisian Precision

A CONVOY demonstration in Paris for the Press, with all orders and comments transmitted by wireless, was the original feature of the introduction of the new Simca Aronde model which, it is declared, will be in production at the rate of 200 per day by the end of the year.

The convoy consisted of 17 demonstration cars, with a smartly uniformed driver at the wheel of each, carrying three to four Pressmen and equipped with a radio. Somewhere in the column, the chief directed all movements and gave all technical information in a voice as clear as if he had been sitting by one's side. On a given order, seventeen drivers changed gears, up and down, down and up, to demonstrate the synchromesh, just as one man They loitered in the Bois, they accelerated; they reached the motor highway and cruised at 60, perfectly spaced. The entire convoy went over the flying kilometre, timed at more than 75 miles per hour. The chief found a villainous stretch of *pavé* and a winding hill which gave him an opportunity of commenting on the riding qualities of the cars. Driver No. 3 was told that he had a puncture on the left front, and would passengers time the changing of the wheel. The convoy spacing out, each driver was given the signal to stop urgently, and it just happened that the stop was in front of an attractive wayside inn, with drinks ready on the table.

There was then a return to Paris with the captain of the motorized police at the head of the procession, and police and gendarmes controlling traffic at all cross roads. Reaching the Bois again,

## NEWS and VIEWS: continued

The tiny German single-seater is being produced by Egon Bruetsch, of Stuttgart. It has a 250 c.c. engine driving through an automatic centrifugal clutch.

each car wriggled between trees, with only inches to spare, to show the ease of handling. Every operation was carried out with a precision which would have aroused the admiration of the most hardened sergeant-major. So that no point should be neglected, an inquisitive Pressman was instructed to quiz the speaker, and every answer came clearly over the radio. The mass demonstration over, the entire party sat down to lunch in a fashionable restaurant in the Bois, with an Aronde as the outstanding article of decoration.

(*The Aronde is described and illustrated on page* 674.)

### Well Away

NEWS of the Austin A.40 Sports' round-the-world trip is scanty as the more distant territories are traversed, but on Monday last the car was reported at Baghdad, well ahead of schedule. Departure was on Friday, June 1, from London Airport, at Heath Row. The car is accompanied by a K.L.M. aircraft as tender.

### "Alibags"

A NEW method of packing oil in one pint containers has been introduced by Sternol, Ltd. It makes oil pouring a particularly easy job, being clean and quick. The Alibag, as it is called, will cost 1s 9d and will be available first in south-east England.

### Hotels Around London

BECAUSE of the popularity of the A.A.'s list of London hotels, the Association has now published a new list called *Hotels Within a 30-mile Radius of London.*

It contains particulars of over 180 A.A. appointed or approved hotels and has been conveniently sub-divided for quick reference. It is available without charge to members from any A.A. office.

# New Cars and the Covenant

LAWYER-ON-WHEELS writes: When this question came before the Court of Appeal last July in Hartwells, of Oxford, Ltd. v. B.M.T.A., mention was made in Court of the fact that an appeal was pending in Monkland v. Jack Barclay, Ltd. That appeal was recently decided. The note of it which appears in this article may be usefully preceded by a reminder of what happened in Hartwells, of Oxford v. B.M.T.A., which was noted in this column last August.

There was a period between the end of 1945, when Government control of the purchase of new cars ceased, and August 15, 1946, when the Covenant scheme came into operation, during which a multitude of what may be called "free" orders for cars were accepted by dealers. But the unfortunate dealers, of whom Hartwells, of Oxford, were a typical example, found themselves in an awkward position when the turn came for delivery of cars to all those customers who had placed "free" orders during the period referred to. There was nothing in their contracts, naturally, about signing any Covenant, and they demanded delivery of their cars free of Covenant accordingly.

Hartwells felt that they must deliver cars to these customers or else be liable to them for breach of contract. But the B.M.T.A. stepped in and said, "If you sell Covenant-less cars to these customers you will be breaking the rules of this association, in which case we shall put you on our stop list, which will mean no more new cars for you."

Hartwells engaged the B.M.T.A. in a friendly test action to have the position cleared up. In the result the Court of Appeal held that the B.M.T.A. were not placing Hartwells in the jeopardy which the latter supposed: the agreement between the Ford company v. dealers was produced, and made it clear that the manufacturers were in a position to withhold delivery of their cars from any customer refusing to sign the Covenant. That attitude having been taken up by the dealers' source of supply, they had a good answer to any claim by the customer, which must be based on the allegation of failure to deliver within a reasonable time.

The Court referred to Monkland v. Jack Barclay, Ltd., in which Mr. Justice Humphreys had awarded the plaintiff customer damages against the defendant dealers. As that case was on its way to appeal, the court in Hartwells' case did not comment on it, save to say that they imagined that it must have some special features if it was to be distinguished from Hartwells' case.

### Profit Motive

What happened in the Barclay case was that the plaintiff placed with Mr. Jack Barclay an order for a Mark VI Bentley saloon during the "free" period. Mr. Monkland's object was to resell the Bentley as soon as he got it, at a good profit. In August, 1946, the Covenant scheme, and then came Mr. Monkland's Bentley and Rolls-Royce adhered to the scheme, and then came Mr. Monkland's turn on the waiting list. He was then asked to sign the Covenant, but he flatly and repeatedly refused, saying that that was no part of his bargain with Barclays. Bentleys said, equally bluntly, "No covenant, no car"; and Barclays were directed by Bentleys to allocate Mr. Monkland's Bentley to the next customer on their waiting list.

Mr. Justice Humphreys gave Mr. Monkland £1,500 damages for breach of contract, that sum representing his estimated loss of profit on a resale.

Lord Asquith, giving, on behalf of the Court of Appeal, one of those masterly and lucid judgments for which he is well known, explained that at first sight it looked as though Barclays must be liable—for it was no excuse for them that, after they had contracted to sell Mr. Monkland a—that is to say, an unascertained—Bentley (not "Tim" Birkin's record-breaking 4½-litre: that would have been a quite different matter, for that would have been a very *definite* car), the source of supply from which they were expecting the Bentley to come unexpectedly dried up.

But the argument against that, said Lord Justice Asquith, which had succeeded in Hartwell's case, was that the contract contained no obligation by Barclays to deliver on a specified date: the delivery date in the order form was left blank. Barclays, therefore, had merely undertaken to use their best endeavours to secure delivery within a reasonable time. A reasonable time meant reasonable in all the circumstances, which would include circumstances cropping up later and hampering performance of the contract. And Bentleys' attitude over the Covenant was such a circumstance. Bentleys maintained that attitude even after Mr. Monkland had issued his writ against Barclays; and so long as they maintained it a reasonable time for delivery *in all the circumstances* had not elapsed, and Barclays were not in breach of contract.

The Court actually went a little further than that, and in so doing gave an expression of opinion of particular interest to the B.M.T.A. It was argued for Mr. Monkland that the effect of the correspondence between himself and Barclays was to incorporate an estimated date of delivery of "September-October, 1947." The Court doubted whether any such date could, on the facts, be imparted; but even if it could, they thought, Barclays had in all the circumstances used their best endeavours to deliver by that date.

So the appeal was allowed, though Mr. Monkland was given leave to appeal to the House of Lords provided that he did so within three months.

News of the World

ULSTER TROPHY

Handicap Race

WON BY

J. M. HAWTHORN

DRIVING A 1496 c.c. RILEY

at an average speed of

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(Subject to Official Confirmation)

using

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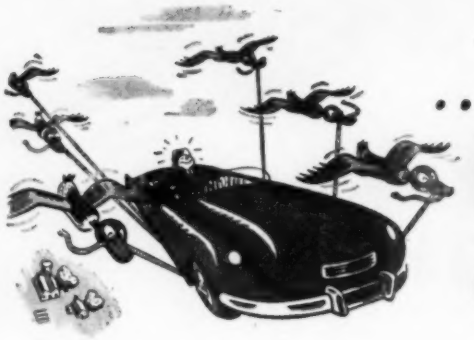

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# BLUE SKIES . . . All the Day Long!

## R.A.C. INTERNATIONAL RALLY OPENS IN CONTINENTAL WEATHER : FESTIVAL FUN AT SILVERSTONE

RALLY competitors, stewards, Marshals *et al* (and notably motoring journalists accustomed to the weeping skies of English week-ends) can discuss the R.A.C. major sporting event only in terms of the weather. Under cloudless skies on Monday—continued Tuesday—competitors left the various starting points (Brighton, Cheltenham, Skegness and Harrogate) and converged on Silverstone. They got away between 8 a.m. and 9.30; the first of them reached Silverstone about 1 p.m.

Average speed for the route was 30 m.p.h. except over specified sections; night stops made the event somewhat leisurely (competitors reach the final control at Bournemouth this afternoon, Friday), but at least the untoward sunshine quelled the urge to hurry; indeed, it would not have been surprising had some of the competitors refused to leave the seaside starting points, deciding that motoring sport was well lost to the blue sea and a hot sun.

Perhaps the temptation was least at Cheltenham, safely inland. Here, the arrangements for scrutineering on Sunday were a model for this or any other rally. The whole of the Regent Motors garage had been cleared, and officials provided by the Cheltenham Car Club, under the supervision of Roy Taylor, the R.A.C.'s scrutineer, put the cars through the various checks briskly with minimum loss of time.

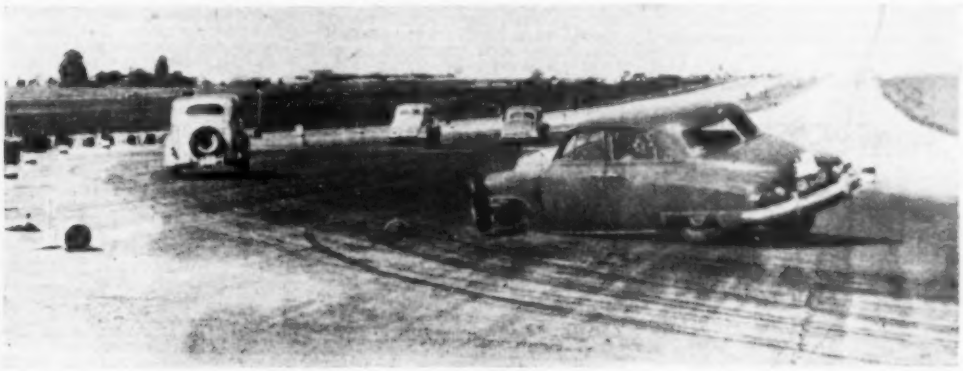
Number one car in the rally, a bright red XK120 Jaguar driven by A. G. Anderson, was given the starting signal outside the Queen's Hotel at 9 a.m. on Monday. Even for Cheltenham, which prides itself on its floral displays, the massed flower-beds of the gardens opposite the controls were a dazzling sight, and created the feeling that in spite of all the difficulties, rallying in Britain has its own special attractions. Non-starters listed at this control were: 6, 7, 39, 74, 83, 118, 140, 155, 164, 165, 194, 234, 240 and 220, although one of these was said later to have turned up and to have been scrutinized by special arrangement.

Alick Pitts, standing, more familiar in a blower Bentley, killing time before the Silverstone control.

Cars rolled up at Silverstone from their various starting points in English Summer Weather. Yes, the old place was *warm*, sufficiently to make Stowe Corner soft and treacherous and Copse sticky and exciting. The test was simple. According to their class, competitors had to complete a set number of laps of the club circuit—no more and no less—in half an hour.

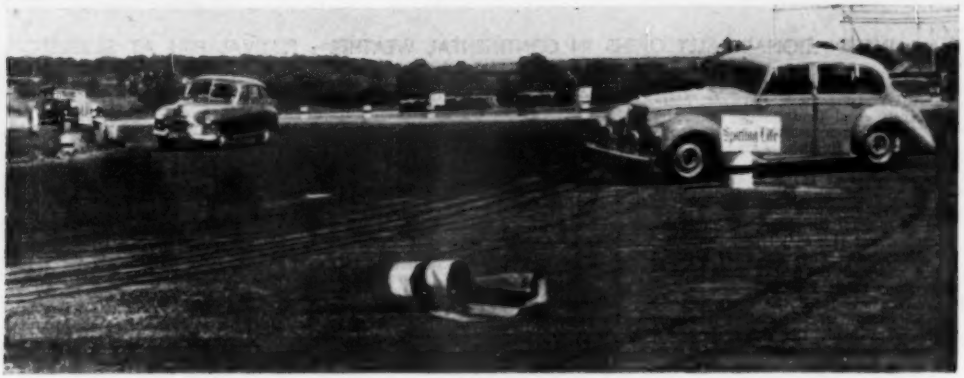
From the paddock, cars were given the flag to nip smartly on to the circuit, as and when the flag wielder thought there was a sufficient gap in the cars already circumnavigating. Naturally, as so many were unfamiliar with the course there was some fun for spectators. The most entertaining was certainly the pre-war Rover of J. Kenyon, which took Stowe in the wildest fashion, getting more and more dramatic to the marker-bin-bashing climax. At Copse he was doing much the same, taking to the grass twice (the second time turning round completely on the grass—more haste . . . ).

Stowe Corner took a wonderful toll: amongst those who executed the waltz were N. L. Leake's Austin A.90, and R. A. Pierson's Jaguar, and bale clouters included, apart from the Rover, P. T. Zetter's A.C.; P. B. Buckley's Bristol went right outside the markers, without damage



Wheel away! R. F. Batley's Studebaker is the unfortunate victim. While the wheel comes unstuck on Stowe Corner the hub plate makes for the boundary.

# R.A.C. RALLY . . . . . *continued*



R. T. Gardiner, Armstrong Siddeley, about to join the ranks of the marker-bin clouters, while J. C. Wallwork gets through on the inside. Stowe Corner again!

to car or bins, and the Mark V Jaguar saloon of P. Herbert just managed to brake, nearly to a standstill, to keep on the course.

Then the wheels started flying. R. F. Batley, Studebaker, lost his left front wheel on Stowe, kept straight, put on the spare and carried on. J. C. Wallwork, Standard, nearly lost a wheel but stopped in time outside the bales. The R.A.C. breakdown waggon popped the wheel on and the car crossed the control line—to fold down on to its axle!

Points to note: Austin A.40 Sports models looked stable, as did, of course, Bristols and most sports cars. Morgan Plus Fours went round the corners very fast indeed, but with a good bit of front wheel flap. And the Lancia Aurelia of Miss L. Pappou had steady wheels but the bonnet and wings flapped up and down (alternately) in a remarkable and unpleasant-looking way.

### Night Run

From Silverstone the route was practically due north to Scarborough, arrival time being from 8 p.m. onwards on Monday evening. Monday was not a night stop, the cars striking off north-west for the Border, with a 1 a.m. arrival at Jedburgh in the Lowlands on Tuesday, June 5. By half-past seven cars were streaming into Braemar and were on the loop route in Scotland which brought them round to Rest and be Thankful from 2.15 p.m. onwards. "The Rest" was the second main timed test in the rally.

At the foot of the hill cars were directed to the start line, all the crew remaining aboard. At the signal the car climbed the hill but proceeded without stopping after crossing the finishing line, having been timed for the ascent.

The timing method was interesting. A standard was established by obtaining the average time of the cars in each class, and competitors were penalized at the rate of one mark for every second by which their time exceeded the standard time.

Fastest climb was made by Ian Appleyard (Jaguar), who clocked 70.5s, next coming J. M. Lyons, R. S. Henson and B. E. Bradnack, all with Jaguars. Incidentally, no fewer than 116 drivers were penalized for faulting at the Silverstone timed speed test. So far as Rest and be Thankful was concerned, here are the class leaders:—

**Closed cars: under 1,500 c.c.:** 1, Jowett Javelin (S. Gunn), 90.8s; 2, Jowett Javelin (K. O. Marsh), 91.6s; 3, Jowett Javelin (S. Asbury), 91.7s.

**1,501 to 2,000 c.c.:** 1, Sunbeam-Talbot (G. R. Hartwell), 83.1s; 2, Bristol (W. E. Elliot), 84.1s; 3, Bristol (J. C. Elves), 85.1s.

**Over 2,000 c.c.:** 1, Bentley (W. M. Couper), 65.1s; 2, Bentley (R. Habisreutinger), 84.2s; 3, Ford (A. Bayliss), 88.0s.

**Open cars: under 1,500 c.c.:** 1, tie between H.R.G. (J. V. S. Brown) and H.R.G. (Mrs. N. Mitchell), 80.4s; 3, Jowett Jupiter (M. Becquart), 82.1s.

**1,501 to 2,000 c.c.:** 1, Morgan (W. A. G. Goodall), 76.5s; 2, Morgan (P. H. G. Morgan), 76.9s; 3, Healey (G. S. Rollings), 79.4s.

**Over 2,000 c.c.:** 1, Jaguar (E. I. Appleyard), 70.5s; 2, Jaguar (J. M. Lyons), 71.2s; 3, Jaguar (R. S. Henson), 72.7s.

And so, tired and dusty after their all-night journey from the four starting points, the 209 competitors arrived at Dunoon late on Tuesday afternoon. Their journey through Scotland, from Jedburgh in the border country to Grantown on Spey in the Highlands and finally to their night halt in Argyllshire, had been a memorable one. Scenically the conditions were perfect. So far as the actual rally was concerned, the going was pretty tough, as to maintain the scheduled average was not always easy. Many were late at the various controls, and at Dunoon there was the usual quota of hard-luck stories. For example, Mrs. Nancy Binns (Jaguar) removed her gear box twice to get the cogs functioning properly, and when her temporary repair failed, reluctantly she retired. Miss A. Burnley (Austin) ran into, and out of, trouble the whole day. At Silverstone the hose pipe had come adrift; later the petrol pump refused to function, and then a gasket blew. By grand teamwork she arrived only about one hour late at Dunoon. Greater misfortune befell Dr. Fulton, whose Javelin collided with a van in the village of Onich, and resultant damage necessitated its withdrawal. Miss Pappou (Lancia), from Greece, attributed her lateness at Dunoon to repeated carburettor trouble, while H. Ede's Jaguar was delayed somewhat by a tyre blow; but, surely, there was no excuse for a Scot, A. McCracken (Ford) mistaking Sandbank for Dunoon!

The night stop at Dunoon meant most to competitors who firmly decided to have an Early Night, for the cars left the sports ground from 5 a.m. onwards on Wednesday, with a little less than six hours in which to shake the dust of Bonnie Scotland off their tyres and reach Carlisle about eleven o'clock in the morning. At this inconvenient juncture *The Autocar* was prevented from keeping up with the competitors by its printing schedule, and subsequent happenings must await next week's issue.

Critical point after Carlisle was the Woolpack Inn at Boot, in the Lake District, because 1½ miles beyond was the timing point for Hard Knott Pass, that stiff and hairpinned old faithful which reaches 1 in 3½ gradient. It was a case of up and over, and then up and over the companion pass Wrynose (1 in 4 maximum) before passing timing point B (end of timed section). There were minimum and maximum times, not to be exceeded, over these six miles of "mountain section."

And so to Blackpool (4 p.m. Wednesday) and one of those complicated round-the-pylons affairs on arrival, after which competitors had a night in which to rue their motoring misdeeds on the shore. From 6 a.m. on Thursday they left for mid-Wales and a most interesting section near Builth. This was a timed section over the hills on W.D. land in the neighbourhood of the Drover's Arms, high on the Mynydd Eppynt plateau.

Weston-super-Mare was Thursday's night stop (Rally theme song, "I do like to be beside the seaside"?) and this morning (Friday) the cars headed west for Devon and the ultimate Launceston, in Cornwall, with a morning arrival. By 2 p.m. this afternoon the first car should be visible from the final control at Bournemouth, which is the Pavilion.

At Bournemouth is the crucial test, affecting only the first 25 competitors in each class. This is a "decider," and driving standards should be high. Notification of the necessity to take the test (on Saturday morning) will be displayed about 10 p.m. on Friday at two points, and cars must be at the ready by 9.15 a.m., manned by only the driver. The venue is the Undercliff Drive.

This eliminating test is a timed manœuvre on wiggle-woggle lines: Start, 180 yards then wiggle, 180 yards then woggle, 180 yards then round pylon on a hairpin bend. Return similarly to flying finish at start line, *but* the car must be brought to a stop before the foul line 25 yards farther on. It should be fun.

Relaxation takes the official form of the Mayor and Mayoress' Rally Banquet at the Pavilion on Saturday night.

# Autocar ROAD TESTS

The sports version is a complete breakaway from even the previous post-war Austin styling, but the result is very pleasing when viewed from any angle. The clean smooth lines and sloping screen produce a smart sporting four-seater.

## DATA FOR THE DRIVER

**AUSTIN A.40 SPORTS**

**PRICE**, with convertible body, £525, plus £293 3s 4d British purchase tax. Total (in Great Britain), £818 3s 4d.

**ENGINE** : 10.6 h.p. (R.A.C. rating), 4 cylinders, overhead valves, 65.48 x 89 mm, 1,200 c.c. Brake Horse-power : 50 at 5,000 r.p.m. Compression Ratio : 7.2 to 1. Max. Torque : 61 lb ft at 3,000 r.p.m. 14.65 m.p.h. per 1,000 r.p.m. on top gear.

**WEIGHT** (in running trim with 5 gallons fuel) : 19 cwt 1 qr 21 lb (2,177 lb). Front wheels 53 per cent ; rear wheels 47 per cent. LB per C.C. : 1.81. B.H.P. per TON : 51.5.

**TYRE SIZE** : 5.25—16in on bolt-on steel disc wheels.

**TANK CAPACITY** : 8½ English gallons. Approximate fuel consumption range, 28-34 m.p.g. (10.1-8.3 litres per 100 km).

**TURNING CIRCLE** : 38ft (L and R). Steering wheel movement from lock to lock : 2¼ turns. LIGHTING SET : 12 volt.

**MAIN DIMENSIONS** : Wheelbase, 7ft 8½in. Track, 4ft 0½in (front) ; 4ft 1½in (rear). Overall length, 13ft 3½in ; width, 5ft 1in ; height, 4ft 9in. Minimum Ground Clearance : 7½in.

**ACCELERATION**

| Overall gear ratios | From steady m.p.h. of 10-30 sec | 20-40 sec | 30-50 sec |
|---|---|---|---|
| 5.14 to 1 | 13.3 | 13.6 | 14.7 |
| 7.88 to 1 | 8.5 | 8.9 | 10.9 |
| 12.50 to 1 | 6.2 | — | — |
| 20.08 to 1 | — | — | — |

From rest through gears to :—

| | sec | | sec |
|---|---|---|---|
| 30 m.p.h. | 6.7 | 60 m.p.h. | 27.4 |
| 50 m.p.h. | 17.6 | 70 m.p.h. | 41.7 |

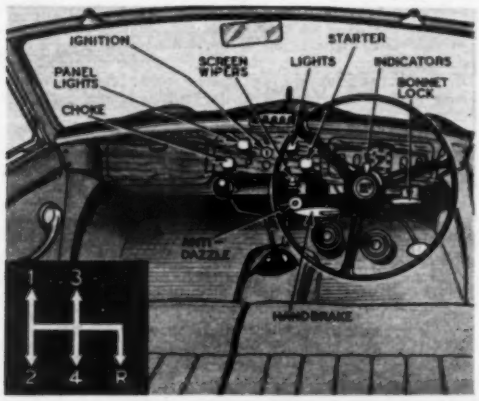
**SPEEDS ON GEARS :**

| (by Electric Speedometer) | M.p.h. (normal and max) | K.p.h. (normal and max) |
|---|---|---|
| 1st .. .. | 16—20 | 26—32 |
| 2nd .. .. | 28—34 | 45—55 |
| 3rd .. .. | 44—53 | 71—85 |
| Top .. .. | 77 | 124 |

*Speedometer correction by Electric Speedometer :—*

| Car Speedometer | | Electric Speedometer m.p.h. |
|---|---|---|
| 10 | = | 11.0 |
| 20 | = | 20.5 |
| 30 | = | 30.0 |
| 40 | = | 38.5 |
| 50 | = | 48.0 |
| 60 | = | 57.0 |
| 70 | = | 68.0 |
| 80 | = | 77.0 |

*WEATHER : Dry, warm : slight wind.*
*Acceleration figures are the means of several runs in opposite directions.*
*Described in "The Autocar" of October 20, 1950.*




## No. 1432 : AUSTIN A.40 SPORTS CONVERTIBLE

FROM that excellent car the Austin A.40, which in saloon form has sold in great numbers all over the world, has evolved an appealing new convertible of sporting character that has much to commend it. This has been so far produced chiefly for export, but there can be no doubt that in any country it would be well received, not least in Great Britain. It has the merits that rank high in assessment of a car, of being modestly priced by current reckoning, of being interesting and satisfactory to drive, providing a useful performance from an engine of quite small size, and of proving rather remarkably economical in fuel consumption. Add the advantages of a body that when closed is weatherproof and has winding windows, comfortable seating, and a decidedly modern appearance on pleasingly balanced lines, and there is the picture of a car very much of these times, possessing a wide basis of appeal.

Probably the most favourable impression initially received is of the comfortable character of the bodywork and of the protection afforded. It is in the coupé category and not that of the old-style open tourer. The head can be folded down to give an entirely open car in suitable conditions, but for bad weather use it is little, if at all, inferior to a saloon as regards protection afforded.

A useful performance is available. Acceleration from the lower speeds is not startling, but is more than adequate, and the rate is unusually well maintained, for the size of the engine, into the region of 50 m.p.h. and above. A still better view is taken of the car when it is seen how well it covers distance on a main-road journey. It can be cruised at around 60 m.p.h.—not, it is true, without noise—and it can do better than 75 m.p.h. genuine speed. Impressions of the performance were apt to be affected by the speedometer being more nearly accurate than very frequently applies today, with, for instance, a plus margin of only 2 m.p.h. at an indicated 70. Distinctly good average speeds can be made, and the car's reasonable overall dimensions make it fit in well on crowded main roads or in narrow country roads.

The engine is basically that of the saloon, but it is fitted with two S.U. carburettors and produces 50 b.h.p. at 5,000 r.p.m. The gearing, including top gear, is the same as for the saloon; total weight is approximately the same, but the performance figures recorded by the convertible are most noticeably better than for the saloon model previously tested.

The low mounted, kidney-shaped intake presents an easy entry for cooling air, yet permits a low overall bonnet height. The one-piece bonnet is fitted with plated external hinges of a similar pattern to those used on the luggage locker lid. Good forward visibility is provided by the wide windscreen, mounted in rubber.

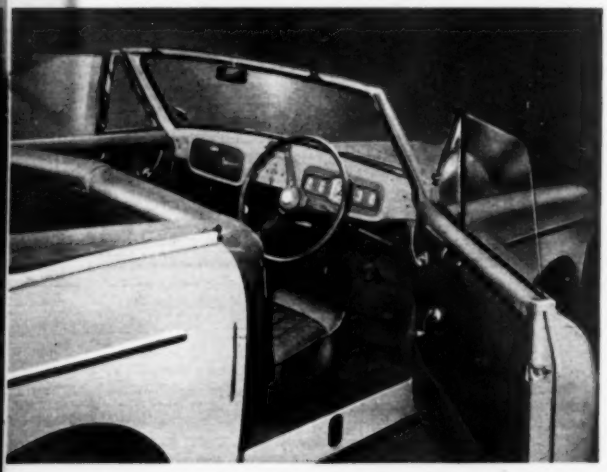
With the hood erected the car has coupé comfort. A well-balanced appearance is provided by the rear wing treatment, and the circular section wheel openings permit quick wheel changes and tyre pressure checks without having to remove cover plates. Decorative chromium strips are fitted to the body above the wings. The rear window can be opened by means of zip fasteners to increase ventilation.

## ROAD TEST . . . . . continued

Even on low-grade fuel there is very little pinking, this tendency being apparent only at the bottom end of the range if the car is made to pull away quite hard on top gear, whilst no running-on was experienced during normal use. Top gear flexibility is very good, a smooth minimum from which acceleration can be obtained without changing down being 8 m.p.h., though the method implied is not necessarily advanced as representing an ideal way of handling a small-engined car.

Speeds on the indirect gears can be quite high if the willing revving abilities of the engine are fully utilized, when naturally it makes itself heard. Good fun could obviously be had with one of these models in competitions of the more restrained kind, and there is an excellent reserve of power for tackling stiff gradients. The usual 1 in 6½ hill barely called for second gear and would not have done so but for a baulk from other traffic. Indeed, third gear climbing abilities are exceptional for a car of this size, and one feels that a higher third, and perhaps second gear as well, would be an improvement in the hands of many drivers likely to be interested in this car.

The facia is sprayed to match the car exterior, while the instrument panel and large locker are placed in front of the driver and passenger respectively. Simple but neat describes the door trim. The folding door pull is fitted below a padded protective strip. A pocket is provided in the bottom corner of the doors.



Although it has the touch of the sporting about it and certainly offers the amenities of fresh air to those who are attracted thereby, it is in every way an admirable example of general-purpose car. It handles well. Fairly firm coil spring independent front suspension in conjunction with rear half-elliptics gives good wheel adhesion, and bends can be taken quite fast with zest and a feeling of maintained safety, on either wet or dry roads.

Excellent in promoting confidence quickly is the arrangement of the driving position. The driver sits well above a spring-spoked steering wheel of comfortable diameter and at the right angle for convenient control, with also a first-rate view of both front wings in an unusual degree. In a right-hand drive car, leftward vision is subject to the at times rather severe restriction, especially in circumstances of joining a converging road, that this type of body imposes in greater or lesser degree as compared with a saloon with its greater area of glass.

### Satisfactory Rigidity

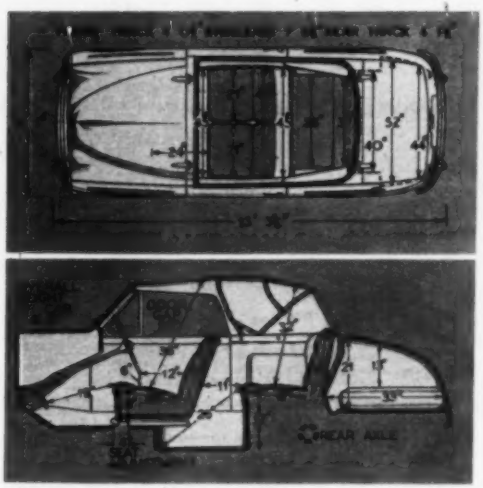
Although firm in the lateral sense, as already indicated, the suspension takes up shock well and its behaviour suggests that it would make a very good showing over the poor roads of less developed territories. There is a highly satisfactory feeling of rigidity about this car, and notably so of the scuttle structure for an open car necessarily lacking the stiffening influence of a steel roof. In passing, it will be recalled that it is an example of this model that is at the present time engaged on a round-the-world trip. Long-distance observed tests conducted by the manufacturers themselves at relatively high speeds in the past year or two have pointed emphatically to the stamina of the A.40 components.

The steering deserves praise. It is firm and accurate, has some castor action and does not tend at all noticeably to oversteering tendencies. It is reasonably light for low-speed manœuvring. The brakes, which are the Girling hydraulic system, provide rather exceptional retarding power and go a long way towards increasing in a most important department the carefree feeling that in general this car induces on the road. They stood up well to a considerable amount of hard use. The hand brake, although controlled by a modern

pull-and-push lever under the facia, is also noticeably more efficient than is usual nowadays.

What may now be referred to as an old-style central gear lever is retained, to the satisfaction of a great many drivers. On this model of the A.40, however, it is a quite long and light cranked lever which has a certain amount of spring about it, and it did not prove to be an ideal example of this form of gear change, the passing of which on modern cars is often lamented. It would nonetheless be preferred to a steering column change by most users of this type of car in particular, even though it inevitably makes difficult the carrying even for short distances of a third occupant in the front seat, as would otherwise be possible in view of the fact that the seats form in effect a one-piece bench, yet are divided centrally for individual adjustment. The synchromesh on second, third and top gears is effective for general purposes, although with fairly quick movements of the lever it could be overriden on this particular car, which had been given exceptionally hard work in the clutch and gear box.

Good support is provided by the front seats. A comprehensive view is obtained in the mirror through a quite large rear window of flexible material. Incidentally, this panel can be entirely removed, being held by zip fasteners, to permit additional ventilation in hot climates with the head raised. In addition there are pivoting glass ventilating panels forward of the main drop windows. There is that modern brightness of interior finish which has an appeal today. A careful touch of detail is the soft padding in an elongated half-circular roll, trimmed to match the main upholstery, along the top rail of the doors in the region




Measurements in these scale body diagrams are taken with the driving seat in the central position of fore and aft adjustment and with the seat cushions uncompressed.

The wide, deep locker houses the spare wheel and tools; it has a self-locking support to hold the lid in the open position, and when closed it is firmly locked by two bolt-action catches. The bumpers wrap round the "corners" of the rear wings to give increased protection.

where the driver's and front passenger's arms come in contact with the sides of the body.

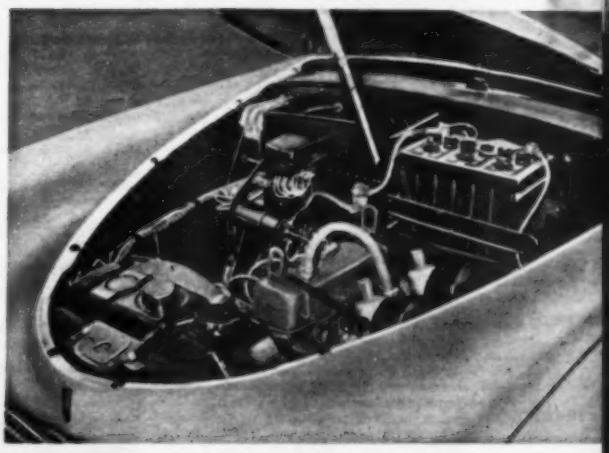
Wind noise is not specially apparent with the head raised, but there is a certain amount of flap from the head material and its stiffeners. Noise level is greatly reduced, as usually applies, when the car is in open trim, and in suitable weather it becomes a delightful full "tourer." Leg and also head room in the rear seats is restricted, but is sufficient to make the car a useful four-seater on occasion.

Instruments are clear to read, immediately in front of the driver, and include an engine water thermometer as well as an ammeter and oil pressure gauge, although a clock is not included. Lighting of the instruments at night is rather bright without means of adjustment of the intensity. The cubby hole in the facia is of really practical size. The note given by twin horns is usefully penetrating. A considerable leg reach is involved in using the foot-operated dip switch. There is very good luggage space.

Starting was at all times immediate, and the engine quickly gained working temperature from cold in air temperatures between 50 and 60 deg F, with very little use of the mixture control. As always with current Austin models, the patented radiator system whereby loss from expansion is prevented results in the water level remaining unchanged day after day. In all, some 1,200 miles were covered in the comprehensive test carried out.

That extremely live organization, the present-day Austin Motor Company, has produced in this model a specialized type of car that gives the impression of living up to the reputation of the make for sound service in owners' hands.

For this model the A.40 engine is fitted with twin S.U. carburettors with individual air cleaners. The battery is mounted well to the left of the scuttle, while other electrical components such as the coil, regulator unit and windscreen wiper motor are fitted on the right-hand side. The strut supporting the bonnet in the open position is exceptionally convenient in its self-locking and unlocking action.



# Grand Slam at Dundrod

## DECISIVE VICTORY FOR FARINA IN THRILLING ULSTER TROPHY RACE

THE recent spell of rainy weather for British motor races was broken last Saturday, when the Ulster Automobile Club ran their Ulster Trophy meeting over the Dundrod circuit in perfect weather. Thanks to the sponsorship of the *News of the World*, an excellent international entry had been received for the main event, which was decisively won by Giuseppe Farina, driving a surprise entry, one of the all-conquering Type 159 Alfa Romeos. Reg Parnell in the Ferrari Thin Wall Special was second; but much of the drama of the race lay in the struggle for third place between the E.R.A.s of Brian Shawe-Taylor and Bob Gerard—a ding-dong battle which finally resulted in victory for the former by one-fifth of a second.

Before the start of the race, Her Majesty the Queen toured the circuit, accompanied by Princess Margaret, pausing to look at the line of cars and their drivers drawn up outside the pits. In the morning, three preliminary events had been run off, won by Ron Flockhart, Peter Collins and J. M. Hawthorn respectively; the driving throughout was of a high standard, and there were no accidents during the races. Altogether, a meeting of quality, doing the organizers credit.

The be-wreathed Farina being congratulated by Reg Parnell and Sir Basil Brooke, Prime Minister of Northern Ireland, after the finish.

THE practice periods had already revealed that Farina, whose arrival with the Alfa Romeo (the car driven at Berne by de Graffenried) had provided a last-minute surprise, was faster by far than any other competitor; but one question remained unanswered—would he have to refuel? Parnell would not; neither would Gerard, nor the French unsupercharged Talbots; but the Alfa might, in spite of extra tankage inside the cockpit. Practice otherwise was fairly uneventful; there were, however, three accidents, to an M.G. (W. Leeper), a J.P. (Joe Potts) and the R.R.A. (Geoff Richardson), the last named being taken to hospital with a broken leg and other injuries, but later pronounced out of danger.

The beautiful weather continued to confound the pessimists, and race day was fine, sunny and warm. Proceedings commenced with a scratch race for cars up to 1,300 c.c.; Peter Collins, who had made the fastest practice lap in his 1,100 c.c. Cooper-J.A.P., got well away at the start, followed by Hector Graham's similar car, but the latter disappeared with engine trouble after only half a lap. Collins' standing lap, in fact, was only just equalled by the flying lap of one other driver; but after two laps he retired disconsolate with a piston burnt through. This left the race to Ron Flockhart, driving the Vincent-powered J.P., who was followed throughout by Chris Lindsay's M.G.-engined Ford (the Nufor) and Dick Jacobs' new and sleek-looking special blown M.G.

The 500 c.c. race had attracted but seven entries, of which two were non-starters. By far the fastest among those running was again Peter Collins in his Norton-engined J.B.S.; once more he put up fastest lap on his standing lap, thereafter slowing and winning in a canter. Comish Hunter's J.P. went well to start with, but dropped out on the last lap; Pugh's Cooper used an escape road and lost time, and second place therefore went to Gallagher's Norton-powered Leprechaun, a beautifully finished machine, but rather too heavy to be a strong challenge.

Approximately forty cars started in the handicap event, which attracted a very diverse field, including Louis Chiron driving Tinsley's XK120 Jaguar. But both he and Sydney Allard, who was on scratch with his Cadillac-Allard, were handicapped out of the picture, and Hawthorn's fast T.T. 1½-litre Riley (the capabilities of which had obviously been underestimated by the handicappers) won very easily indeed. It was timed to cover the marked kilometre section on the straight at 111.9 m.p.h., while Pitt's Le Mans Replica Frazer Nash achieved 123.4 in the same place.

### The Main Event

AFTER the Royal party had duly made their tour of inspection, preparations commenced for the 200-mile Formula 1 race for the Ulster Trophy and £1,000. Most unfortunate of the entrants was undoubtedly Peter Whitehead; his Ferrari had been straightened out after its mishap at Berne the previous weekend, and his mechanics had worked feverishly on it throughout the two days before the race to get the brakes right. This complete, the car came to the start—only to experience engine trouble on its parade lap, coming round with smoke pouring from the breather and being unable to run as a result.

This left nineteen starters, arranged on the grid in order of practice times; in the front rank Farina, Parnell and Shawe-Taylor, immediately behind them Gerard and de Graffenried, then Cabantous, Murray and Graham Whitehead. Chiron drove Platé's second Maserati instead of Schell, and Mairesse took Louveau's Talbot drive, as the latter had broken his leg in his Berne crash.

When the flag fell Farina darted into the lead, while Shawe-Taylor momentarily led Parnell. Gerard, however, hung on the grid for what seemed an age, while car after car darted past him, until finally the E.R.A. picked up and was away, well down the field. Then there was an expectant buzz of conversation, while from time to time the speakers gave out that Farina was leading from Parnell—first at Leathemstown, then Cochranestown, then Ireland's Corner, and so on round to the hairpin and finally Quarry. Then came the familiar boom of the Alfa Romeo—and here was Farina with several seconds' lead already from Parnell, followed by Shawe-Taylor all on his own and then a bunch of cars: de Graffenried and David Murray with Maseratis, Girand-Cabantous' Talbot and Graham Whitehead's B-type E.R.A. Farina's standing lap was done at an average of 87.99 m.p.h., already a new record—prodigious! But this was not to stand for long; on his second time round, Farina pushed it up to 91.5, while on his eighth lap he went round in 4m 44s, a speed of 94.00 m.p.h., which was to stand

After rounding the Hairpin, Shawe-Taylor accelerates away from the two-seater Talbot driven by Guy Mairesse.

## RESULTS

**Lap Distance 7.418 miles.**

**1,300 c.c. Scratch Race (5 laps, 37.09 miles):** 1. J.P.-Vincent 998 (R. Flockhart), 28m 26s (75.5 m.p.h.); 2. Nufior 1,250 (C. F. C. Lindsay), 28m 32.2s; 3. M.G. 1,087 s (R. W. Jacobs), 30m 18s; 4. Iona Spl. 1,267 (M. P. Cahill); 5. M.G. 1,250 (T. N. Large); 6. Amilcar 1,096 s (C. Brackenbury). 16 starters; fastest lap (tie): Cooper-J.A.P. 1,100 (P. J. Collins) and Flockhart, 5m 42s, 78.062 m.p.h.

**500 c.c. Scratch Race (as above):** 1. J.B.S.-Norton (P. J. Collins), 31m 10s, 71.38 m.p.h.; 2. Leprechaun-Norton (R. Gallagher), 31m 18.2s; 3. Cooper-J.A.P. (N. Pugh), 31m 55s. 5 starters; fastest lap, Collins, 6m 5s, 73.54 m.p.h.

**Handicap Race (10 laps, 74.18 miles):** 1. Riley 1,496 (J. M. Hawthorn) h'cap 1 lap+3¼m, 51m 43.8s (77.41 m.p.h.); 2. Riley 1,089 (A. M. Calder), 2 laps+1m, 52m 56s (67.25); 3. M.G. 1,250 (T. N. Large) 1 lap+3¼m, 56m 21s (71.25); 4. Frazer Nash 1,971 (D. C. Pitt); 5. Iona Spl. 1,267 (M. P. Cahill).

**Ulster Trophy Race (27 laps, 200.34 miles):** 1. Alfa Romeo 1,500 s (G. Farina), 2h 11m 21.2s (91.46 m.p.h.); 2. Ferrari 4,500 (R. Parnell), 2h 12m 34.2s (90.62); 3. E.R.A. 1,488 s (B. N. Shawe-Taylor), 26 laps in 2h 14m 14.6s (86.178); 4. E.R.A. 1,488 s (F. R. Gerard), 26 laps in 2h 14m 14.8s (86.176); 5. Talbot 4,500 (Y. Giraud-Cabantous), 26 laps; 6. Maserati 1,490 s (D. Murray), 25; 7. Talbot 4,500 (L. Rosier), 25; 8. Delage 1,467 s (F. D. C. Walker), 24; 9. Talbot 4,500 (J. Claes), 24; 10. Maserati 1,490 s (D. Hampshire), 24; 11. Talbot 4,500 (P. Etancelin), 24; 12. Talbot 4,500 (O. Mairesse), 23; 13. E.R.A. 1,488 s (P. Fotheringham-Parker), 16.

**Also started:** Talbot (D. Hamilton), Maserati (de Graffenried), Maserati (Chiron), E.R.A. (A. O. Whitehead), E.R.A. (E. J. Wilkinson), Alta (J. Kelly).

**Fastest lap:** Farina, 4m 44s (94.00 m.p.h.).—record.

They're off! Farina (Alfa Romeo) streaking into the lead at the start of the Ulster Trophy race, followed by Shawe-Taylor (E.R.A.), Parnell (Ferrari) and de Graffenried (Maserati).

Scene at the Quarry: the J.P.-Vincent of R. Flockhart passing C. S. Porter's Plus-Four Morgan in the handicap race. Inset: Sir Milne Barbour, M.P., President of the Ulster A.C., shaking hands with Flockhart after the 1,300 c.c scratch event.

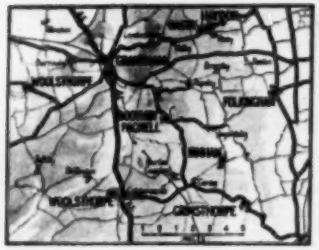
as fastest lap. This included flashing over the timed kilometre at 157.9 m.p.h., as against Parnell's best of 153.

Lap after lap Farina increased his lead without slackening, until it became patent that he was deliberately building up a margin to allow for a refuelling stop. Meanwhile, others were in trouble: Duncan Hamilton dropped out with a broken camshaft in the Talbot, his partner Fotheringham-Parker came in to investigate a persistent misfire in the E.R.A., and Graham Whitehead's car suffered a mechanical derangement and promptly caught fire, to the disgust of its driver—however, it was soon extinguished. Chiron, after a pit stop for plugs, blew the Maserati's engine up very comprehensively, while later de Graffenried was to do precisely the same with the sister car, depositing oil on the road in some quantity. Kelly's Alta fell out, as did Wilkinson's E.R.A., both with engine bothers.

About at half distance (as nearly as possible), after 14 laps, Farina pulled into the pits; one long gush from the pressure refuelling hose, and the engine was restarted—43 seconds, not too good. Moreover, before he could get clear of the pit area Parnell shot by and into the lead, and away went Farina with a rush and a determined expression. Next time round Parnell still led, but not by much, while after sixteen laps Farina was back in front and it was all over, barring accidents. Shawe-Taylor was holding a magnificent third place, with Cabantous behind him in Sommer's old Talbot; but then the latter came into the pits in a cloud of steam to take on water, and Gerard, who had been driving his usual crafty race, passed him to lie fourth. David Hampshire brought his Maserati in with a split exhaust manifold, but merely borrowed some ear plugs and set off again; a few laps later he was in again, to tear the exhaust pipe off altogether and rejoin the fray quite undaunted. At this time, too, Shawe-Taylor pulled in to refuel; ten gallons went in very smartly, and he was away in 25 seconds. Very good—and as he shot away again Gerard came screaming past the pits, to catch Brian but not to pass him. This brought the two evenly matched E.R.A.s into close proximity and a terrific struggle for third place began which lasted for the remaining seventy miles of the race—a struggle which was exciting in the extreme, as Gerard tried all he knew to pass and Shawe-Taylor pulled out that little bit extra to keep in front. David Murray, who had driven the race of his life and was now fifth, also had to refuel, losing his place to Cabantous.

And thus, almost before the crowd realized it, Farina brought the Alfa home an easy winner of the 1951 Ulster Trophy race, 72 seconds ahead of Reg Parnell in the Ferrari. But all eyes were on the road up to Quarry to see who would get third place, Gerard or Shawe-Taylor; for the last few hectic laps all their respective pit staffs had been out on the road waving everything they could get their hands on. And here they came, Shawe-Taylor still fractionally in front, with Gerard pushing his front wheels up almost beside the cockpit of the other car in one last desperate attempt to get through! Then, gradually, the rest: Cabantous, Murray, Rosier (fastest Talbot through the timed section, at over 142 m.p.h.), Peter Walker in the E-type E.R.A.-engined Delage, Johnnie Claes, the indomitable Hampshire, Etancelin, Mairesse and (laps behind, after many stops) Fotheringham-Parker.

A wonderful race, in perfect conditions.



# BESIDE A1

A turning out of the Great North Road : Vine Street, Grantham. The fine house in the foreground is Georgian (*c* 1765) ; the half-timbered inn beyond is believed to be Elizabethan. The spire, overshadowing both, was built about 1300.

TO anyone who does not know Lincolnshire well, the name of this county immediately suggests one thing, and one thing only: the Fens. It is true that many square miles of Lincolnshire are fenland, as flat as the back of your hand, but there are other parts so different in character that they might well belong to another county.

This "other Lincolnshire" is relatively hilly, of no great height but pleasantly rolling, and hiding among its slopes are villages as comely as you could wish to see. Like villages elsewhere, these have Women's Institutes and television aerials today; there are council houses on their outskirts and bus services linking them together—but at their hearts they cannot have changed much, to the eye, in the last hundred and fifty years.

The villages which I have in mind are within a few miles of Grantham, to the east of the Great North Road—and not far from it. But, once you turn off that main road, you turn your back on long-distance lorries and tourist traffic alike, and find yourself on "little roads of dusty white, busy with fieldward teams and market gear," such as John Drinkwater wrote of in *The Midlands*.

## Stone Country

A correspondent of the *Manchester Guardian* recently described this part of Lincolnshire as "a country of stone nearer the Cotswold honey colour than the colder Northern grey. . . ." This resemblance is not accidental; a glance at a geological map of England will show the reason for it—the same limestone belt which produces its best-known effects in Gloucestershire and Worcestershire continues north and eastward, and these Lincolnshire villages are built on it. In them, stone is used for the walls, often with red tiles for the roofs; whether you prefer this or the Cotswold style, in which walls and roofs are alike in colour and material, is a matter of taste. The Cotswold buildings have obviously a greater unity, and on a bright, sunny day no villages anywhere are lovelier; but on the many days when our English landscape shows a tendency to monotone greyness, the mellow red of tiles brings a welcome additional colour into the scene.

It is, perhaps, an ironic reflection on what beauty lovers do to beauty spots that the chief charm of these villages in the hills around Grantham is their "unspoiltness," their absence of any hint of commercialism. They do not set themselves out to cater for trippers, and their typical inhabitant is not a retired tycoon from the city but a countryman born and bred. They have retained an honest workaday charm, though they have no doubt missed something by their remoteness (in spirit, if not mileage) from populous cities.

Great men have been born here—Isaac Newton at Woolsthorpe, for example; and there are great houses, such as Grimsthorpe Castle, the home of the Earls of Ancaster; but these villages are not showplaces; they are the kind of English village we often think of as typical, with church and inn at the centre of things, and the squire's big house a little way from the centre, yet never wholly detached from the life of the community. It is perhaps misleading, in the circumstances, to single out any village for special mention, but if a choice must be made, there is something to be said for Haydore's church with its tall windows and 15th-century spire . . . Irnham, with its big inn, friendly looking yet dignified in cool, grey stonework . . . and Oasby, where is one of the loveliest of all the farmhouses or small manor houses in the district. The historically minded will know that a building near the roadside at Boothby Pagnell, which looks like a stone barn, is, in fact, one of the oldest houses in England, with an outside staircase to its upper rooms; the modern minded will recall the part that Folkingham aerodrome, on the fenland edge of the hills, has played in the evolution of the E.R.A.

It is also a little unfair to mention Grantham only as the capital of this little kingdom, since Grantham is worth exploring for its own sake. It has a famous church and two coaching inns within a few yards of each other on opposite sides of the Great North Road—the Angel and Royal, with its cool stone-windowed bar, and the less ancient George. There is no space here for a description of Grantham's other sights; and as this article is backward- rather than forward-looking, it can aptly end with a quotation from *The Sporting Magazine* of May, 1827, referring to the George (and now to be seen, framed, in one of its corridors):

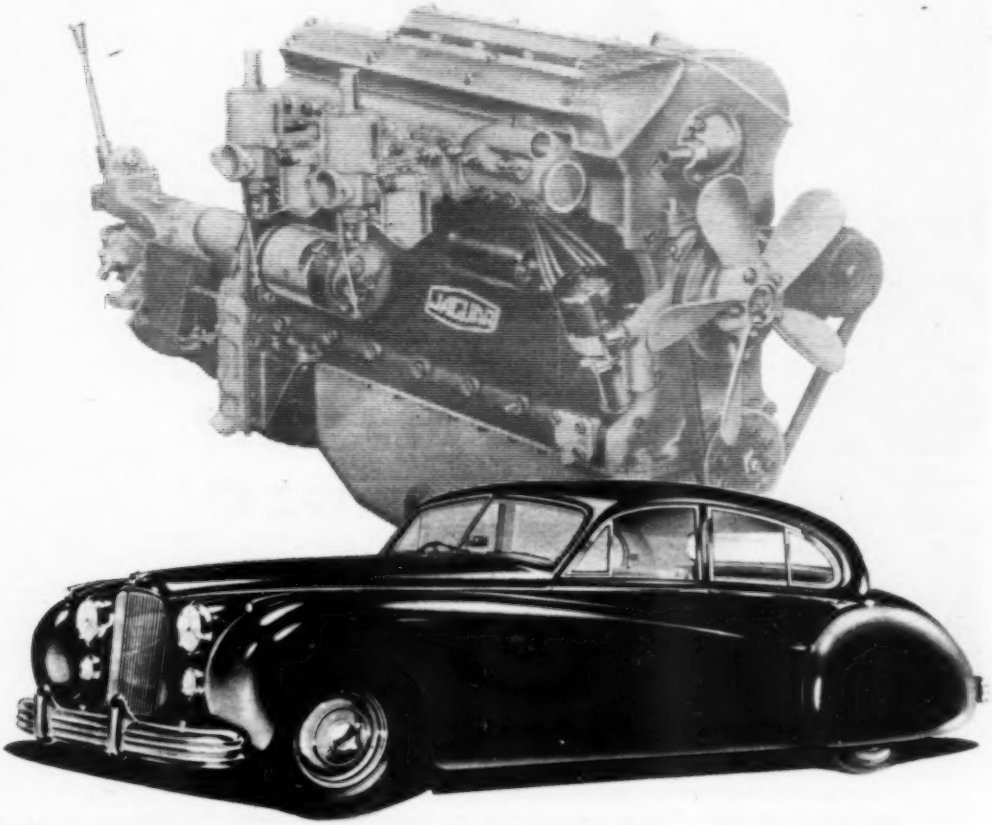
> I will state the dinner I sat down to on the first of April on my arrival with the Edinburgh mail:— Soup; four large soles; loin of mutton, served up with currant-jelly sauce; a dish of Scotch collops worthy of a dog-cook; with plum pudding and apricot tart. . . .

One can only regret that such a generous menu did not include the local delicacy, Grantham gingerbreads.

ALEC DAVIS.

# The Mark VII

*POWERED BY THE WORLD-RECORD-BREAKING JAGUAR XK 120 ENGINE*



*Features.* Body design of unparalleled beauty with interior spaciousness affording generous comfort for five passengers • Powered by the famous XK120 engine • Capable of speeds in excess of 100 m.p.h. Supremely smooth and silent • Wide ranging visibility Enormous luggage space (17 cu. ft.) • Vacuum Servo-assisted Brakes • Light, positive, accurate steering.

*Press Opinions.* "A world beater . . . if ever there was one" (*Daily Mail*) • "Achieved an objective which previously eluded British Manufacturers . . . Unmistakably British yet with most modern lines" (*The Times*) "Well over 100 miles per hour and phenomenal acceleration" (*Daily Telegraph*) • "A sleek, streamlined six seater with every luxury fitment imaginable" (*Sporting Life*).

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Imagine a sixpence so enlarged that it would take ten minutes to walk across it, and you will have some idea of the strength of the Dunlop Research Centre's electron microscope. To appreciate the true significance of this tremendous power of magnification—up to 100,000 times—in investigating tyre life (or mileage) it is first necessary to remember that the compound from which tyres are made includes not only rubber but reinforcing particles of carbon black. These particles, which by their size and shape determine wear-resistance, are so minute that they can be seen only under this giant instrument.

The Dunlop Company's electron microscope, the first in this country to be used exclusively for rubber research, is therefore of importance to millions of road users. But it represents only one aspect of the work undertaken within the Research Centre's 50 laboratories. No branch of science is neglected, no skill remains unused, in the unending task of perfecting still better products and production methods.

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HH/143

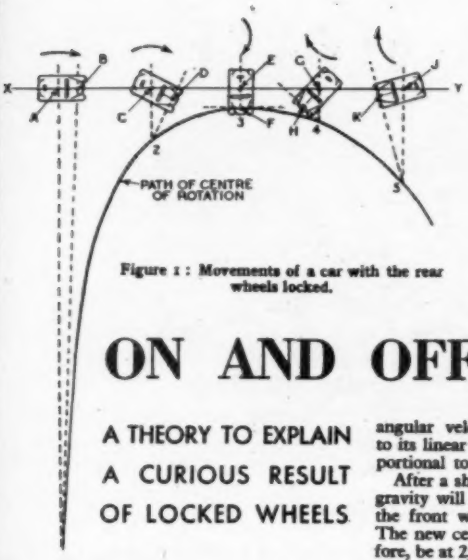



Figure 1: Movements of a car with the rear wheels locked.

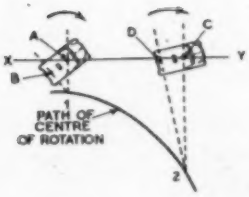



Figure 2: The effect of locking the front wheels.

# ON AND OFF THE STRAIGHT

## A THEORY TO EXPLAIN A CURIOUS RESULT OF LOCKED WHEELS

ONE of the least explicable results of uneven braking is the path of a car under locked wheels. If front wheels lock a car continues in a straight line; if rear wheels lock it deviates almost immediately. These results would look more probable in reverse, but the statement is factual, and an explanation of this curious behaviour was mentioned in a recent review of vehicle braking in *The Autocar*.

The explanation emanates from J. Bradley and S. A. Wood (*Some Experiments on the Factors Affecting the Motion of a Four-wheeled Vehicle When Some of its Wheels are Locked*). It was published in I.A.E. Proceedings 1930-31, but is well worth reiteration. As an appendix to Dr. H. J. H. Starks' paper on vehicle braking it was not generally seen by the public, but this was its most recent exposition, and it was from this source that the following was compiled.

The rear wheels lock of the car in Figure 1 as it travels with its centre of gravity describing the straight line XY. They therefore cease to have any control over the direction of motion of the car as they will slide equally easily in any direction. If, when the wheels lock, the front wheels are steering exactly along XY and the driver is sufficiently skilful to keep them so aligned, the vehicle will continue along XY until friction brings it to rest. But if, as is much more likely, there is a slight deviation of the steering, the conditions illustrated apply. The centre of gravity of the car is moving at right-angles to the line A1; the front of the vehicle is moving at right-angles to line B1. The car is, in effect, describing a circle round point 1 and is, at the same time, skidding round clockwise with an angular velocity directly proportional to its linear velocity and inversely proportional to the radius A1.

After a short time the car's centre of gravity will have reached point C and the front will have reached point D. The new centre of rotation will, therefore, be at 2, with the new radii C2 D2. As the radius C2 is less than A1, the angular velocity will have increased sharply, accelerating the clockwise motion.

When the centre of gravity reaches E, the car having turned 90 degrees to XY, the front centre-point coincides with 3, the radius F3 being nil. E3 is, again, less than C2, and angular velocity will have increased again.

By point G the rear wheels are leading and the centre of rotation has reached 4. But radius G4 is now longer than E3 and thus angular velocity is decreasing, and the process continues until the car settles down to a stabilized motion with the locked rear wheels leading.

Those who have followed this explanation will have realized that certain assumptions have been made without quoted justification. The authors recognize this. Thus, the slowing down of the car as a result of friction between the skidding rear wheels and the road surface has been neglected, as has the force exerted on the front wheels by the road at right angles to their planes. These two factors cause displacement of the centre of gravity from the line XY. They are, however, subsidiary and result in only minor modifications to the simple diagram of motion.

When front wheels lock the rear wheels exercise the only directional influence possible (the driver is, of course, out of it!). Thus the radii (Fig. 2) become A1 B1, and a pronounced deviation of the steering from line XY has been chosen in this diagram in order to illustrate the motion. This will again be clockwise. By point C the radius C2 will have increased over A1 and the angular velocity will, therefore, have decreased. The tendency is for the vehicle to be brought as near as possible to the parallel path to XY. The process continues until the car *is* parallel to XY, and it is ultimately brought to rest by friction.

M. B.

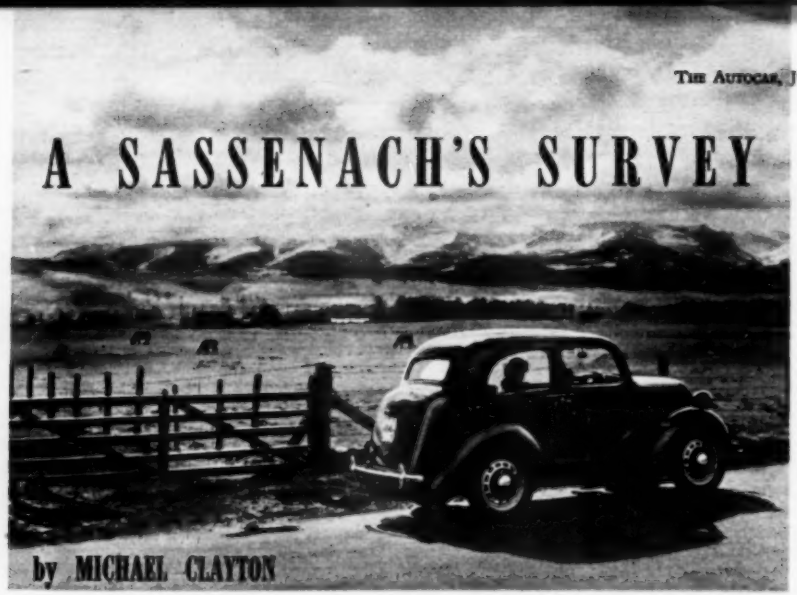
## Hardcastle Crags for the Nation

THE celebrated beauty spot of Hardcastle Crags, Hebden Bridge, Yorkshire, was handed over to the nation on May 19 by Lord Savile. The gift represents 214 acres of woodland including the Crags.

Other property in the valley has been bequeathed to the National Trust by the late Mr. H. M. Ingham, of Bath, and formerly of The Shaw, Todmorden, and this was accepted by the Trust at the same time.

Lord Bolton, of Bolton Castle, Wensleydale, accepted the property and presented the deeds of management to Hepton Rural District Council.

# A SASSENACH'S SURVEY



by MICHAEL CLAYTON

White peaks and black cattle, sunshine and cloud : a typical Grampians scene.

## GENERAL IMPRESSIONS OF SCOTLAND AND A FORD ANGLIA

SIX months in Glasgow, without petrol, without much free time, but with plenty of rain, can leave a terrible impression of "Scotland." True, at that time a visit was made to Edinburgh, another to Stirling, Dundee, Perth and the inevitable Loch Lomond; but that was all in a damp and depressing winter. And in summer? Sunshine being so scarce, even in southern England, I expected the worst.

On this occasion some 1,500 miles were packed into eight days, coinciding with the Edinburgh and Scottish rallies. The car was a Ford Anglia, four months old, all set to pass the 6,000 miles-mark on the trip. Welcome as the opportunity was to see if it was still raining in Scotland, the start was accompanied by some trepidation. A small car, unsuitably described in the past as a 1-litre unblown *quadroposto*, was not expected to provide luxury travel, and I even had doubts about maintaining the average speeds required for keeping up with the rallies, having in mind my own necessary stops in addition to those of the competitors.

Into the car went 6½ gallons of petrol (exploding a popular theory that the tank capacity might be seven) one tiny weekend case, one wife, about six large trunks, a typewriter and, ultimately, the driver, pulling in the shoe-horn afterwards. All set, car starts. Chapter two: Scotland, entered from the Carlisle direction on a very sunny afternoon. Edinburgh was the first destination, reached by a pleasant road from which the view never remained of the same type for very long. The sunshine lasted, the Anglia (always known in the country as an Angela for some reason) still roared away, averaging a steady 35 miles in the hour regardless of hills, sheep and the distraction of really glorious countryside.

A9 is a main road that abounds in fine views.

The old memory of Glasgow in the rain began to fade. Instead, the bracing air began to be felt. A curious thing, this bracing air. From a distance it has no appeal to many people, but once in it one seems to take on a new lease of life. One feels fitter, takes more pleasure in what's going on, and even the dreary routine which may have been left behind doesn't seem such a bad life after all.

The route selected by the organizers of the Scottish Rally was, as might have been expected, a source of delight throughout. Most of it was mentioned in the description of the event, so the repetition of some of the key points should be enough. Anyone planning or considering a Scottish holiday tour should get out his maps. Loch Lomond via Loch Long, Rest and be Thankful, and then up into the Highlands. Roughly speaking, it is enough to head for Inverness to get into the Highlands, and tours may then be made northwards, or to the south-east taking in Braemar and Balmoral, round Loch Ness, and so on. If anyone has never seen either the loch country or the Highlands in the sunshine his travel experience is miserably incomplete.

Scotland is different from England. It is *not* merely an extension of the same countryside in a rather inaccessible direction. Certainly it has some similarity to Wales, and remember that it is also a nearby land of good food and hospitable people with their own way of life; it seems, somehow, shut off from the worries—national or international—which creep into the southerners' peace.

In Scotland agriculture seems to have the idea that it owes some allegiance to its own people. Result: breakfasts with two eggs on the bacon, dinners of a size rarely seen in the south and frequently including delicious fresh local salmon or lamb. Whatever it is, there is plenty of it. Even hotel proprietors and their managers have the idea that holidaymakers need ample sustenance as an essential ingredient of a "good time."

In May, when this journey was made, the peaks in the Highlands were still covered in snow, despite the warm sun. A reminder filtered through of the pleasures of Scottish ski-ing and, cold as the winter usually is, it's *dry*. There is little of that damp which gets into the bones. So it was this spring. Not cold, and even when there was a wind it was invigorating rather than chilling. This rain question I was

In every way the open road (near Kingussie), bounded only by the famous heather.

keen to track down. In Grantown-on-Spey it was explained that most of the weather is good and frequently very hot in summer. The rain, I was assured, was absorbed by the mountains before it reached the east. I did not enquire in the west.

For those who wish to stay on the main road, at least until they get into the Highlands, A9 is the obvious route. It is magnificent. As you progress, so the hills pile up on either side. Peaks start pushing up towards the clouds and in the rolling, open areas blue mountains can be picked out in the far, far distance. Everywhere, it seems, those wee burns come churgling down the hillsides, inviting a halt to get rid of stiffness with a stretch by their banks. Pitlochry, the inspiring sight of the river way down in the gorge at Killiecrankie, the extraordinary and exemplary building in Blair Atholl, come one after the other, preceding the charm of Kingussie and the view of Cairn Gorm.

For me, the world was a nice place. The Anglia continued to laugh its way along the rather narrow roads, to heave us up 1 in 4 gradients off the beaten track and, thanks partly to the prior provision of Dunlopillo pads on the seats, to cover between 200 and 300 miles a day without making it hard going. No effort had been made to reduce the charging rate with the third-brush type of dynamo, so that top-ups with distilled water became a habit. Twice during the whole trip a roadside stop was made to induce some more grease into the swivel pins because the steering stiffened a little, but apart from these maintenance points no attention was necessary.

### Sleuth's Outlook

Scottish roads could not be described as ideal for a car of this type or, for that matter, for a car of any other kind. Many parts of A9 and other "main" roads are similar to B roads in England. This is not criticism. Most British roads leave much to be desired, and in Scotland there is not so much traffic as in the south; the roads frequently run through more open country. For these reasons it may be said that Scottish roads are as adequate for their purpose as are those in any other part of Britain. But the undulations are a nuisance. Experience counts, and the Sherlock Holmes outlook is helpful. At each little unwonted and unwanted rise in the road is a black patch where oil from the sumps of one's predecessors' cars has been shaken off. The deduction is obvious. Slow for the black patches and proceed in a series of fits and starts.

What of the people in Scotland's country districts? To my mind these are the real Scot, for I can never accept that the city dweller in any country can remain quite the genuine article. We found a great and natural friendliness and a happy outlook. In Grantown-on-Spey, where the Scottish Rally spent a couple of nights, it became clear that these country towns and villages have worked out their own way of having fun without any dependence upon the accepted forms of city-type entertainment. A particularly interesting aspect of this presented itself here, giving an opportunity for the many Sassenachs in Grantown at that time to get a glimpse of a side of the Scots' life not easily seen.

This was the Ceilidh (pronounced caley). In its *raison d'être* it was not unlike the more famous Welsh Eisteddfod. As far as we could judge, the caley—I'm not risking that again—was a gathering of all those interested in Gaelic, and traditional Scottish songs, poetry and so on. They are held in various centres covering different areas, and, although English was given limited use on this special occasion, most of the proceedings are conducted in Gaelic. Various local people are called upon to sing, dance, or whatever the case may be. Good fun, anyway.

This was one aspect of the people, but of prime importance to the motorist on holiday is the kind of reception and service available in the hotels, large or small. Something has already been said about the food, and a simple, but typical, anecdote will give the southerner an idea of the service. On drawing up in the forecourt of our small hotel in Grantown, the proprietor's wife came out to see who we were and give us a greeting. Later, I was told that although the hotel had no garage, arrangements would be made for me at a suitable place if I required them. So it was all the time. Nothing too much trouble and, to one's surprise, guests really were welcome.

After petrol rationing and a hard winter the hotels are out for custom, of course, and some indignation was expressed about the Festival of Britain attracting holiday makers to London. We felt that those from the south, or foreign visitors, would find in the Highlands, and at functions like the "caley", the thing they really wanted. Far better this than the futuristic motifs and coloured balloons of the South Bank.

A word of warning: Don't ask the way in the remoter areas. A description given to us, some quarter of an hour long, ended with the fateful words . . . . "O' course, the last time ay went over that road was twenty yeer ago wi' sheep, but ay reckon y' might diw it th' noo."

But it is a bonny land all right.

A simple air intake and large recessed head lamps give the new Simca an individual appearance. The big curved rear window has approximately the same area as the curved windscreen.

# A New Simca

## THE ARONDE, FRANCE'S LATEST FAMILY CAR

THE French Simca company, which since its formation more than 20 years ago has produced under Fiat licence practically the same models as those from Turin, has just launched a more independent programme in an enlarged and modernized factory on the edge of Paris.

The "Mouse" has already been dropped after a long and successful run and the four-cylinder Simca-Huit, a Fiat 1100 with enlarged engine, has also been withdrawn. To replace them comes a single new model known as the Aronde, of unit construction, with a four-cylinder overhead valve engine of 1,221 c.c.

Avoiding the modern tendency which so often produces a car with too much room for four people and too little room for six, Simca has employed full-width unit construction to provide roomy seats intended for four people only in a compact car weighing only just over 17cwt. The engine is a four-cylinder o.h.v. push-rod unit developed from that in the previous Simca-Huit, and still shows evidence of its Fiat ancestry; but a new counter-balanced crankshaft coupled with a slight increase in compression ratio now permits a maximum output of 45 b.h.p. at 4,400 r.p.m. Performance factors are, therefore, good and the manufacturers claim a maximum of 75 m.p.h. On 70 octane fuel, consumption is quoted as 40 m.p.g. at a consistent 35 m.p.h., rising to 31 m.p.g. at a steady 60 m.p.h. These results are claimed with four up and 110lb of luggage.

The unit structure, described by the makers as an armoured body, consists of a complete frame, built up of electrically welded members, comprising box section side members, scuttle, cross members, door posts, roof and luggage locker supports—briefly a one-piece skeleton—to which the stiffened body panels are welded.

For front suspension Simca have adopted the most popular current type, using double wishbones and coil springs with an anti-roll torsion bar. The whole steering and suspension assembly is mounted on a welded box section cross member, which is then bolted to the front of the main structure. At the rear is a normal hypoid axle attached to half-elliptic springs with additional flat leaves which come into action under large deflections. There are telescopic dampers all round, those at the front being enclosed within the coil springs.

The engine has overhead valves in line, slightly inclined in a light alloy head, and cooling is by pump and fan with thermostatic control. The sheet metal sump has a capacity of 1½ gallons and has a bottleneck just below the mounting face, so that cooling air can pass both under and over it. A big cylindrical filter delivers air to the Solex 32 PBIC downdraught carburettor and is claimed to be 99.5 per cent efficient. For engine oil there is a full flow filter at the side of the crankcase. Thin shell bearings are used for big ends and the three main bearings.

Engine, clutch and four-speed gear box form a unit with three-point attachment. The engine mountings are unusual, those at the front consisting of rubber cylinders

(*Continued at foot of next page*)

### SPECIFICATION

**Engine:** Four cylinders, overhead valves, push-rods. 72×75mm., 1,221c.c.; compression ratio 6.7 to 1. 45 b.h.p. at 4,400 r.p.m. Max. torque 58.6 lb ft at 2,000 r.p.m.

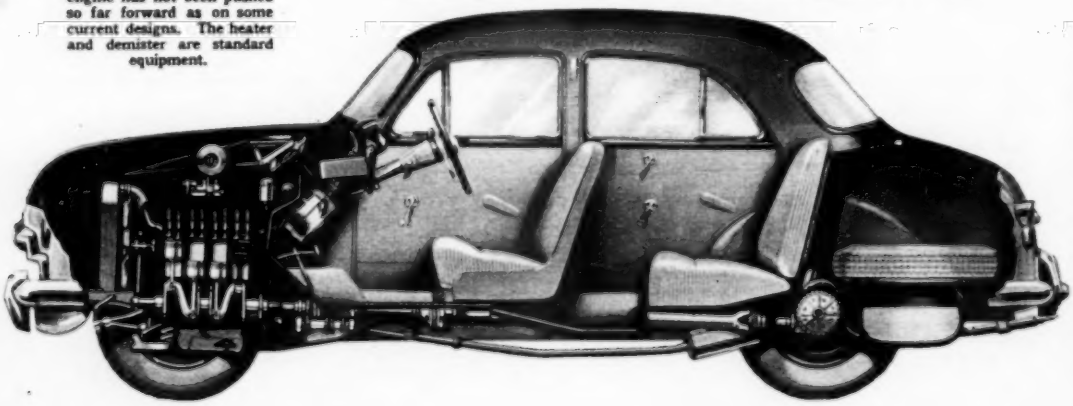
**Transmission:** Single plate dry clutch. Four-speed gear box, with synchromesh on second, third and fourth. Open propeller-shaft with rubber universals, hypoid rear axle. Overall ratios 4.77, 7.69, 11.56 and 17.66 to 1. Reverse 22.7 to 1.

**Suspension:** Independent coil and wishbone front with anti-roll bar, half-elliptic rear. Telescopic hydraulic dampers. Steering, worm and roller with three-piece track rod.

**Brakes:** Hydraulic with single cylinders and floating shoe anchorages. Hand brake acting on rear wheels.

**Dimensions:** Wheelbase, 8ft; track, 4ft 0⅝in (front), 4ft 0⅝in (rear). Overall length 13ft 1in. Width 5ft 1in. Kerb weight 1,914lb.

General layout of the Simca Aronde. All seats are within the wheelbase, but the engine has not been pushed so far forward as on some current designs. The heater and demister are standard equipment.



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1950 **DAIMLER** 2½-litre Drophead Coupe, 5,000 miles ..... £2,350
1949 **HILLMAN MINX** Phase III Saloon, heater, 5,000 miles ..... £1,125
1950 **HUMBER** Hawk Saloon, 7,000 miles ..... £1,750
1947 **M.G.** 2-seater, 5,000 miles ..... £850
1938/9 **ROLLS-ROYCE** 25/30 h.p., 7-seater Sedanca de Ville by H. J. Mulliner, 19,000 miles ..... £2,500
1947 **SUNBEAM-TALBOT** 2-litre Tourer, 13,000 miles ..... £995
1948 **TRIUMPH** "1800" Saloon, 18,000 miles ..... £1,195
1949 **VAUXHALL** Wyvern Saloon, 4,000 miles ..... £1,150

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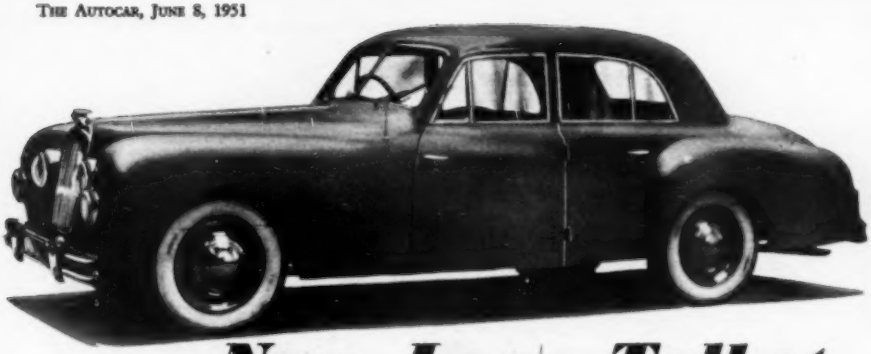

A vertically styled radiator, a V screen, and a definite break in the side panelling at the rear wing are among the points noticeable in the Talbot.

# New Lago Talbot

## FOUR-DOOR, FOUR-LIGHT SALOON WITH GRACEFULNESS OF LINE

HAPPILY the financial affairs of Automobiles Talbot, of France, are not in such a serious condition as was at first understood. In fact, its assets are three times its liabilities, and a misunderstanding seems to have arisen because of the difficulty of giving the exact shade of meaning to the expression *liquidation judiciare*. This does not mean that the company is in liquidation, the expression for which is *faillit*, but that it has been granted a moratorium, its debts to be paid in full but spread over a period of eight years. The action which brought this about was not taken by any of the suppliers, none of whom is a creditor for more than £200, but by the taxation department of the French Government, which is the largest creditor.

Production was interrupted for a period of only two days, and not only were cars prepared for Pau and Bordeaux, in which races Rosier finished respectively second and first, but they are also being prepared for Le Mans, where they will be driven by Rosier, Etancelin and Giraud-Cabantous. The production programme has also been simplified, and the new model, of which the prototype has been shown to a representative of *The Autocar*, will make its appearance at the Paris Salon in October.

This will be the only model produced, and it is a four-door four-light saloon of full width frontal appearance and with graceful lines which, nevertheless, retain something characteristically Talbot.

The chassis follows the lines of the larger present model known as the Lago Record and has a box-section frame of all-welded construction to which four large-diameter tubular cross-members give considerable torsional rigidity. The front cross-member is of cast steel, of great rigidity, and carries the wishbone links and shock absorbers of the independent front-wheel suspension system. This incorporates coil springs controlled by both hydraulic and friction shock absorbers. Half-elliptic springs are used at the rear, with hydraulic shock absorbers only, and a stabilizing bar is fitted at both front and rear.

The chassis has been designed to take either the four-cylinder 2½-litre engine or the six-cylinder 4½-litre engine. The transmission may be either the four-speed pre-selective Wilson gear box or a single-plate clutch and four-speed synchromesh box. An open propeller-shaft transmits the drive to the spiral bevel rear axle. Wire wheels carry 6.00—18in Dunlop tyres.

In the new Talbot right-hand steering is retained and is by worm and nut. Lockheed hydraulic brakes have 14in diameter drums if the larger engine is chosen, or drums of 12in diameter in the four-cylinder model. Features of the new body style, apart from its striking lines, are its roominess, for both front and rear seats will accommodate three persons, the good visibility over the long, low bonnet, the top of which is in two panels hinged down the centre line, and the large tail locker in which the spare wheel is carried on a cleverly hinged bracket.

For loading or unloading luggage the spare wheel on its bracket hinges backwards and lies at a considerable angle, so that the luggage can be lifted over it. The spare wheel is then hinged into the forward position so that the luggage locker lid can close down over it. The petrol filler is also enclosed beneath the locker lid in order to prevent theft of petrol, and the lid is released for opening by a control inside the body by the back seat.

Although this new model is much more modern in appearance than its predecessors, the characteristic Talbot radiator shell has been retained in smaller form and it is flanked by head lamps flared into the bold front wings. The wheelbase is 10ft 3in, the front track 4ft 8in, and rear track 4ft 10½in, so that it is by no means a small car. However, the four-cylinder engine of 2,640 c.c. (93 × 99 mm), with hemispherical head and inclined overhead valves, develops 120 b.h.p. at 4,500 r.p.m with a compression ratio of 6.8 to 1. The six-cylinder engine with a bore and stroke of 93 × 110 mm (4,482 c.c.) has a compression ratio of 7.88 to 1 and develops 170 b.h.p. at 4,000 r.p.m.

Although the four-door four-light saloon is to be the only standard model the chassis will be available for the fitting of specialized coachwork. The Grand Sport chassis will also still remain in production.

## A NEW SIMCA . . . . . continued

in compression with coil springs inside them. The rear mounting is under the extension tube housing the elongated tail shaft of the gear box, and consists of two vertical coil springs with a bracket on the chassis cross member clamped between them.

Second, third and fourth speeds are synchromesh, top being direct drive. The gear lever on the steering column incorporates an anti-theft lock by which a control can be set in neutral for parking in public garages or can be locked in reverse to prevent the car being towed away if it is left in the street. At the opposite side of the column is a self-cancelling direction indicator control which operates flashing lights. All instruments are grouped in a semi-circular casing high on the facia in full view of the driver, and all switches are in line along the lower edge of the panel. A red light shows when the fuel supply is down to the last 1½ gallons.

Internal body width is 4ft 5in at the rear and 4ft 1½in in front. The four doors have concealed hinges on their forward edges and have fixed external handles with press-buttons to control the rotary door latches. A heating and ventilation system is standard equipment and there is provision for radio. Other details include an adjustable bench-type front seat carried on ball bearings, a lateral jacking system with four built-in brackets to receive the jack, and a concealed petrol filler in the top of one of the twin rear lamps. The tank has a capacity of 8.8 gallons, which should give a cruising range of more than 250 miles.

Brakes are hydraulic with drums of 10in diameter. There are single operating cylinders at front and rear, with floating shoe anchorages.

A wide lid on counter-balanced hinges gives easy access to the luggage locker on the Simca-9 Aronde. The top of one tail-lamp casing lifts to reveal the petrol filler.

Beeston Hill, a favoured spot near Tarporley, Cheshire, has been closed to the public because the walls of the castle, with which an Earl of Chester crowned the height in 1220, have become dangerous.

OPINIONS EXPRESSED ON THESE PAGES ARE THOSE OF OUR CORRESPONDENTS, WITH WHICH "THE AUTOCAR" DOES NOT NECESSARILY AGREE. LETTERS INTENDED FOR PUBLICATION SHOULD BE ADDRESSED TO THE EDITOR, "THE AUTOCAR," DORSET HOUSE, STAMFORD STREET, LONDON, S.E.1.

## BREAKDOWNS

### Ignition System "a Shocking Parody"?

[63424.]—With reference to Mr. John B. Walton's letter [63383], R.A.C. figures show that the greatest number (23.27 per cent) of breakdowns were the result of ignition faults. Surely the age of the car can have little, if any, relation to the age of its ignition components, except in those all too frequent instances where the owner of the vehicle lacks the ability—physically or financially—to maintain its equipment.

While it must be admitted that considerable effort has been expended on improving the efficiency of components, nothing whatever appears to have been done towards improving the coil ignition circuit, which remains substantially the same as Lenoir devised it in 1860. The most widely used ignition circuit—the modern earth return version of Lenoir's adaptation, is a shocking parody of the original, for there is good reason to believe that ionization of the plug gap is mainly via the points condenser, with all the tendency towards breakdown which that may entail. Unfortunately authority cannot give us any guidance, for authority appears to consist solely of "magneto men" who are, as yet, unaware that differences exist in the respective uses of similar components. PETER FRASER.

Chepstow, Monmouthshire.

## G.P. FORMULA

### "1496 and All That"

[63425.]—In a workshop amongst the Fenland farms there is a group of earnest men arranging an expensive funeral to Grand Prix Formula I—for the sum of a couple of hundred thousand the procession hasn't reached the destination to date. Why a funeral? Because the last useful horse has been wrung from this engine capacity.

In other workshops, which have a common denominator with the above-mentioned, i.e., tight-locked doors, new engines are being built which will need the test of the race-track to plant their feet firmly in the motoring world; I refer to gas turbines. Under G.P. formulæ, no turbocar can get a look in—needless to add, I was depressed to read many learned letters in your journal discussing ways and means of classifying the turbine; depressed because of this desire on the part of many people to write a complicated classification rule which practically designs the car and engine.

The "1496 brigade" needn't fret that a new G.P. formula will leave all their favourites lingering at the back of the field. Much as I admire the current regulars to be seen in most Formula I events, it is possible to draw up a reasonably accurate finishing order before the race starts, as they are tied to their overworked power plants. Free their hands and widen the rules, and the Parnells, Gerards, Rolts, and so on, will get a new and welcome lease of life.

Let's revert to U.L.W. formula, viz., cars not to exceed 750 kilos (14 cwt 3 qr 1½ lb) in weight, excluding fuel, coolant, lubricant, tyres and driver, *and leave the rest to the designer*. To keep things going, one could add that all cars conforming to the old formulas I and II are exempt from the new rule *pro tem*.

Finally, I've not seen any comments from the G.P. racing drivers on this subject—come on fellows, don't be bashful, we've all got open minds. GERALD B. JACKSON.

Leeds, 6.

## OIL LEVELS

### Float System Not Ideal

[63426.]—Referring to The Scribe's note on checking oil levels (May 18), I would point out that the float system is all right in theory but does not work out too well in practice, as somehow foreign matter finds a way of occasionally causing the float rod to stick, giving a false reading.

Give me the old-fashioned dipstick every time; one can always use a felt pad, conveniently placed on the engine, for cleaning.

Dalkeith, Scotland. R. SMITHERS.

## NIGHT DRIVING IN FRANCE

### No Need for Misgivings?

[63427.]—May I ask the reason why in so many English automobile journals constantly the readers are injected with wild west stories about night driving in France (*The Autocar*, May 25), concerning the use of yellow head lamp bulbs?

My experience of 25,000 miles driving in France, the Monte Carlo Rally included, during 1950, is that British visitors can be absolutely sure not to meet any difficulties with normal white

# CORRESPONDENCE . . . . . continued

bulbs, provided that the beams are well directed and dipping takes place in time. Frequent stops by police is nonsense. On the contrary, the police will not stop foreign cars, which can be seen at night from a long distance, as they are not interested in their papers.

French drivers know that a foreigner is coming and will dip their lights better than ever to show their "French politesse." Furthermore, if one is not used to yellow light one will not like it at all and will be soon fatigued.

I hope that many British drivers will take advantage of my experience and keep their white lights shining, and in the cities their parking lights. B. D. PROOS HOOGENDIJK.

Amsterdam.

## INTERNATIONAL EXCHANGE

### Correspondent Wanted in the Teen-age Group

[63428.]—I would be extremely grateful if you could be of assistance in finding 18-year-old car enthusiast pen friend(s) in England for me. I offer my kindest regards to the Editors and all the staff of *The Autocar*, and especially The Scribe and the technical and Road Test staff. W. BURLEY.

46, Kyre Avenue, Kingswood, South Australia.

## RAILTON BRAKES

### A Simple Modification

[63429.]—After reading K. H. M.'s letter regarding over-sensitive brakes on his 1937 Railton (May 11), I believe I am correct in stating that Railtons did introduce an alteration to overcome this trouble, which, if I remember correctly, was made to the pedal lever, and consisted of repositioning the hole in the brake pedal lever, to which the brake operating rod is connected, closer to the lever pivot pin, so as to give an increased pedal travel in relation to the brake operating rod movement. H. G. A. SHERWIN.

Worthing, Sussex.

## DAZZLE

### Away with the Reflector ?

[63430.]—It is a matter of common observation that, on an approaching car, the glare emanates from the whole area of the reflectors of the head lights, and that it is easier to pass a car with small lamps than with large ones. If this line of argument is pursued to its logical conclusion, then glare should be largely eliminated by doing away with reflectors altogether, or replacing them with black velvet or the equivalent.

The arguments for and against such action are voluminous upon both sides and space forbids their enumeration. The real answer can be obtained only by an actual road test.

Victoria, Australia. A. P. FLOCKART.

[But what happens to the driving light, the intensity of which is dependent on the reflector?—ED.]

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### Information Desired About the Light-absorbing Pigment

[63431.]—I can see no justification for the attack made upon me by Mr. W. H. Jeffcote [63384]. Perhaps he did not read my letter [63368] carefully enough, but I would like to ask him for some further information. Regardless of success or failure in avoiding dazzle, by what test can it be proved that a person has the pigment, or that he has not? For example, Mr. Jeffcote deduces, from my claim to be seldom dazzled, that I must be one of the lucky possessors of the pigment. I wish to obtain independent confirmation, or otherwise, of the correctness of this deduction. I would also like to find someone who can be proved conclusively *not* to have the pigment, and who would allow me to try to teach him to be a successful dazzle-dodger, if he is not one already.

My inquiry about the use of glasses was intended to imply something rather more scientific than the experiment which Mr. Jeffcote invites a few of your readers to try. I do not regard the subject as being of great importance, but if readers feel inclined to try an experiment I would advise them to consult an optician who is also a motorist with night driving experience. The best colour, which will, perhaps, not be neutral tint, and the correct depth of tint will presumably have to be determined by an expert. Glasses of so deep a tint that they have to be snatched off cannot be correct, because the natural pigment, which they must be designed to replace, does not have to be snatched off. And it will be essential to employ the sort of dazzle-dodging technique used by Mr. B. H. Vos [63277], Mr. R. Newton [63385] and, of course, countless other drivers, because the natural pigment does not enable this technique to be dispensed with.

Or does it? I happen to think not, and Mr. Jeffcote says that I have the pigment, but if he happens to have made a mistake in my case then my opinion as to what technique is necessary for the lucky ones may be of some value.

Wargrave, Berkshire. F. E. FRYER.

## SPORTING COPS

### Cats Among the Pigeons ?

[63432.]—I read that police are entering official cars and teams in a rally. On principle, I have the greatest objection to this. Apart from the fact that these vehicles are not bought for this use, I consider that police should not be members of automobile clubs. We shall very soon have police patrol cars with R.A.C. badges! H. F. SMITH.

Leicester.

## INSURANCE

### The Matter of Knock for Knock

[63433.]—With reference to Mr. R. A. Rushton's remarks [63381] concerning the knock-for-knock agreement, the following is a complete facsimile of a letter received by me three months after the accident and one month after settlement of my claim. It was the first intimation given me of the underwriters' approach to the other party, and particularly that they had been unable to recover the full amount:

> In reply to your letter of the 22nd inst. we have been in touch with underwriters regarding the no claims bonus and very much regret to advise that they are unable to allow this in respect of this accident. As you are aware the underwriters wrote to the third party holding them responsible but were only able to recover an amount of £2 10s and therefore they cannot see their way to allow the bonus.

I would remind your readers that the circumstances of the accident completely exonerated myself of being in any way a contributory cause, that it was my only claim over a very long period, and that the loss to the underwriters was but a few shillings as against my loss of no-claims bonus representing almost as many pounds.

I think that this experience leaves no room for any misapprehension as Mr. Rushton suggests, and I reiterate my previous observations and my view that the basis of car insurance requires review if common equity is to be served.

Ilford, Essex. FIAT JUSTITIA.

## FRENCH COOKING

### The Original Critic Replies

[63434.]—Well, well! So my ragging of *The Autocar* writers for their enthusiasm for the flesh-pots of France has been honoured by mention on the Editorial page (May 18), but has upset some serious eaters. I had hoped that the obvious exaggerations would have ensured that my remarks were not taken too seriously. I agree with Mr. G. N. Booth [63372] that English fried fish and chips are not fit human food at all, but whether it is chips, crumpets, Bresse chicken basted with butter or what-you-will soaked in olive oil, the result will be that I just cannot take such richness except at well-spaced intervals. In any case, it is difficult to take much interest in food during an August heat wave in Provence; the problem then is rather how to keep up the moisture content under a modern sloping windscreen and remain wakeful and sober at the helm. It is understood that glass is impervious to ultra-violet rays; could the glass technicians evolve a clear safety glass which is equally dense to infra-red? And who was the silly ass who invented white steering wheels which reflect in the windscreen across one's vision?

It is surprising that "Monsieur" J. Giraud [63373] should think so little of his country's scenery as to believe that it is not a major attraction to English visitors. It is true that I happen to be a landscape painter and that I may take a more than average and professional interest in the French scene, but I cannot imagine that the primary reason my compatriots go, say, to Chamonix is for the excellence of the food there. For me the time for feasting is during the leisurely winter evenings, and now that the 5s dinner limit is a thing of the past we can once again find the finest food in the world in England if we know where to look. In my case I need not even leave home as my fellow-traveller brings to her craft in the kitchen the same wayward and unpredictable genius which she shows as navigator on my left. (It is surprising what unexpected and fascinating journeys have resulted from a female uncertainty about right and left. Our ultimate objective this year is to be Florence, but whether we shall ever arrive is most problematical: what is certain is that

# CORRESPONDENCE . . . . . continued

the unplanned zigzags are likely to swing us anywhere between Biarritz and Salzburg.)

Our second French friend, Monsieur F. L. Arbey [63374] must be assured that none of us blames the French for the state of the northern roads after two devastations. My comment was a compliment to the makers of my car, who have installed a form of torsion bar springing in their post-war model similar to that which has been standard on a popular French make since pre-war days. What I did find most interesting was the way the French were tackling their rebuilding and the easy assurance they show when working in reinforced concrete. The two dogs with bells I particularly had in mind were certainly not sheep-dogs but were accompanying a sportsman armed with what looked like an elephant gun, but what he expected to shoot I could not guess, the country being apparently devoid of all life except those irritating *cigales*. The occasion, in the Durance Valley, was memorable as a painting was going well, in spite of heat, and by some freak of reception and earthing of the aerial, a recital by Pierre Fournier and Ernest Lush at the Edinburgh Festival was coming over very well on the car wireless. What a sophisticated world we live in when artists dash around the world in fast cars and work in strange places to music from afar! I have a feeling that I ought by rights to travel on mule back attended by a slave to wash my brushes and scare off rubber-necks. But thirteen swift horses are good fun even if their fodder does cost 5s a gallon and leave their master with not enough to buy himself a proper meal. ARTHUR H. ANDREWS.

Parkstone, Dorset.

## INTERNATIONAL TROPHY

### Alfa Romeos Not Necessarily Unbeatable

[63435.]—With regard to the International Trophy meeting at Silverstone, I cannot see how anyone who has given any amount of thought to the matter could disagree with the decision of the organizers.

Mr. W. B. Cook [63397] apparently did not watch the race very closely; apart from the fact that Reg Parnell was second to Fangio in heat one, I think that, had the heat been of a few more laps in duration, Reg would have shown the Argentinian a thing or two. The Alfa Romeos are not necessarily unbeatable, as Fangio himself "blew up" one of these cars, in competition with a 4½-litre Ferrari, at a Monza meeting at the end of the 1950 season. Therefore it is not correct to suggest that the Alfa Romeos *must* have won had the final run its full distance.

For sheer driving skill alone, if nothing else, in the final, Reg Parnell thoroughly deserved the trophy. It is also important to remember that Alfa Romeo were in agreement with the decision taken. FRANK C. CLARKE.

Stockport, Cheshire.

### Parnell a Certainty for Victor ?

[63436.]—Few, I think, will agree with Mr. C. Pinto's letter [63370].—Conditions were extremely hazardous to both drivers and spectators, and the stewards quite rightly decided to abandon the race before a serious mishap occurred. That the awards were given to those leading at the time the decision was made was eminently sound. After all, R. Parnell has proved himself on several occasions as a remarkable driver under atrocious conditions, and it is quite evident that, in this particular case, had the conditions remained as they were, or even deteriorated (if this were possible), he would have won the race by a very considerable margin, assuming always that neither his car nor the Alfas had suffered mechanical trouble.

The comparison with the boat-race is not too apt, because at Silverstone there were still quite a lot of competitors running when the race was abandoned. FRANK E. COWLRICK.

London, S.W.1.

## THE BUDGET

### The Difference Between "Political" and "Party"

[63437.]—May I crave the hospitality of your columns to reply to those correspondents who have commented on my letter [63305] regarding the further burdens heaped on motorists' sagging shoulders by the Budget? I certainly agree with Mr. G. R. V. Haynes [63355] that motoring is not a party political matter, and your excellent journal, Sir, is not a political journal. Therefore, I deprecate references to "monkey-nuts" and education [63378] and deny Mr. G. I. P. Levenson's accusation of "humbug" [63356].

After waiting in the "queue" for well over four years I obtained a 10 h.p. (R.A.C. rating) family saloon last year and paid for it out of savings, so I can assure Mr. W. Dell [63329] that I am a genuine private motorist.

Admittedly, many Governments of all shades have soaked the motorist, but this one has far excelled all others in its bare-faced plunder. Petrol tax, introduced during World War I, never then exceeded 6d, and was discontinued in 1920. In 1928 it was again levied at 4d, increased to 6d in 1931 and, later that year, to 8d.

In 1938 rearmament brought it up to 9d, where it remained until last year, when this Government doubled it. Notice the gradual rise from 4d to 9d over ten years, and now the rise of 100 per cent quickly followed by a further 50 per cent.

So with purchase tax. Imposed as a war-time emergency, it is retained in peace and then doubled. Further sins of this Government are failing to maintain the roads, thus contributing to road accidents, and starving the home market of cars, thus forcing up second-hand prices until the £10 car is a thing of the past.

Solidarity by motorists is, I am afraid, an ideal and not a possibility, but we must be warned to stick together or we shall sink together. Mr. Attlee's administration is sinking fast, but its successor must realize that to "soak the motorist" surely adds to the cost of living, the upwards spiral of which has killed the Socialist party.

Let the next Government be warned in good time.

Glasgow. R. A. GUTHRIE.

## APIARISTS' CORNER

### A Matter of Instants

[63438.]—Surely the answer to the "bee problem" lies in what happens at the instant at which the bee strikes the windscreen.

This "instant," however, can have no length, as the bee comes into contact with the windscreen at a point in, and not over a period of, time. Therefore at the instant, or point in time in question, both the bee and the car are motionless—as they are at any other instant, before or after the disaster.

Oxted, Surrey. P. A. S. THOMPSON.

### Inevitably, They Were in the Bonnet

[63439.]—Your readers appear to enjoy a little light-hearted fun about bees. Here is another small problem which may interest somebody.

Last summer I was driving fairly fast on a country road and met a swarm of bees proceeding down the centre of the road, and, before I could do anything about it, I ran into them. There was a patter like hail and I stopped at once to clear the windscreen which was practically opaque and, for no special reason, lifted the bonnet. I found to my immense surprise that the engine was simply crawling with bees, many of which, though dazed, appeared to be more or less intact.

The interstices of the radiator are far too narrow for any bee to get through and survive and the underside of the engine is completely filled in with trays.

Problem: How did all those bees get inside the bonnet? Perhaps it has something to do with those appropriately described honeycombs. B. THURSBY-PELHAM.

London, S.W.1.

## CYCLISTS

### Minimum Age Limit for Riders ?

[63440.]—Should there not be a minimum age limit for riding a bicycle just as much as there is before obtaining a licence to ride a motor cycle or drive a lorry or car? And why should not every cyclist pay 5s a year to ride? Since tens of thousands of people are willing to pay 7s 6d for a dog licence, surely no cyclist could, nor should, grumble at five bob a year for the use of the highway? W. J. RICKARDS.

Canterbury.

## NOT KENT

### Unwarranted Displacement of Oxted

[63441.]—I have just read the account of the Veteran C.C. rally in Oxted (April 13). There is one error in the report which I really cannot let go by unremarked. You say "Oxted, Kent." Please! Oxted is in Surrey—and always has been.

I enjoy reading *The Autocar*—although by the time I get my copies passed on, they are usually a month old. Thank you for your efforts in the continual fight—motorists v. Government. Keep it up. (MISS) G. LAY JARVIS.

Oxted, Surrey.

[All hands have just completed one hundred lines, each reading "Oxted is in Surrey."—ED.]

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Start of the scratch race for Austin Sevens, first event of the day. A. R. Morton is nearest camera.

# Eight Clubs' Five-Lap Meeting

## BRILLIANT SUNSHINE FOR ALL TWELVE EVENTS

IDEAL weather conditions, good organization and plenty of driver and spectator support made success a certainty at the Eight Clubs' race meeting at Silverstone on Saturday. The eight clubs concerned, Hants and Berks, Harrow, Cemian, Chiltern, Seven-Fifty, Lagonda, Lancia and A.C., and the administration of the meeting, in the hands of Barclay Inglis, deserved the success.

Before racing began, competitors warmed up in one or other of two one-hour speed trials which, by much cunning, were thinly disguised races. Cars had only to achieve set average speeds, but a team competition was included—and, in anyone's language, that's *racing!* The first, which got under way before noon, included cars up to 1,100 c.c.s and up to 1,500 c.c.s and provided little incident but plenty of interest nevertheless. R. Yeats produced a particularly good spectacle by making what looked like a Fiat 500 motor rapidly plus. However, Fiat had provided only the body, Austin being the origin of the chassis, and power was provided by a Ford Ten engine.

XK120s were in good force—eight in all—in the second one-hour "speed trial" but Maitland's soon retired after turning round at Stowe Corner. The remainder set up some fast times but, although F. H. Howarth completed 29 laps, he was less than a second in front of J. E. Manfield's Mille Miglia Frazer Nash. Manfield was a star performer, giving equal battle with XK Jaguars in handicaps later in the day.

One of the most impressive cars on Stowe Corner—which is such a trap for experienced and novice alike—was Sharp's 1930 Type 44 Bugatti. He consistently made quick work of it while so many others either took it gently or were over-optimistic and turned round. In this event E. J. Shandler, in a 2-litre Lea-Francis, copied Maitland in the Stowe Waltz.

After the two speed trials racing proper began, all the remaining ten events being quickies, each of five laps' duration. The first was the ever-popular race for Austin Sevens, the centre of interest being, as usual, A. C. B. Chapman's. This fantastically fast 750 was running minus one piston and con-rod but nevertheless took a lead of something like half a mile in two laps. The fourth lap unfortunately saw this demonstration car fold up.

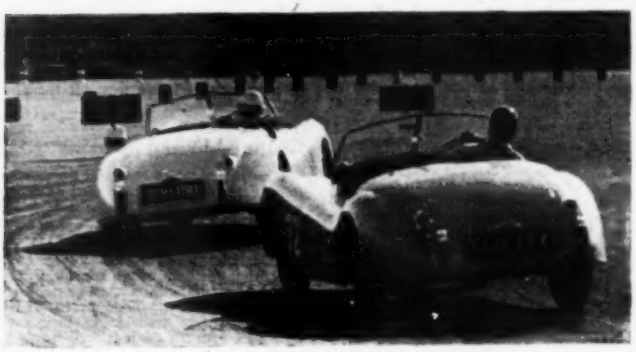
After this came a scratch race with a very mixed entry varying from Ford Ten-engined cars to G. T. Walker's 1,954 c.c. Lagonda. Here it must be said that in all the races, scratch or handicap, a remarkable job had been done in giving a good chance to every car. Sometimes the mixture seemed highly irregular, but races nevertheless ended in some very close finishes. The first, after the 750 brigade, was won by R. N. Richards' R.B.W. (Ford Ten) with Cocker's neat Riley second and G. G. Smith's weird M.G.-Ford third.

In the first of the handicaps three XK120s were on scratch with Manfield's Mille Miglia Frazer Nash. Limit man, at 1 min 40 sec, M. P. Anthony's S.S.90, could not be caught—but it was interesting to note that the Frazer Nash made short work of the Jaguar threat from the drop of the flag.

The next handicap provided a really thrilling finish. R. H. B. Mason's 4½-litre Bentley won from the 1 min 15 sec mark, while J. Goodhew's low and fast 4½ Lagonda came up from scratch. Orr-Ewing's Bentley had been on Mason's tail right through and was ahead of Goodhew on the last circuit of Stowe Corner, but Goodhew just managed to take second.

So these quickies continued, with all competitors and spectators getting full value for money. Highlights included the Orr-Ewing-Cavendish (Aston Martin) battle for a third place won by the Aston, and a real fight from scratch between Goodhew and Allen Asquith's Healey which ended with a well-deserved win for the old Lagonda. In fairness to the Jaguars, F. H. Howarth's win in the last scratch race deserves mention. He drove really well into an unassailable lead.

A close scrap between two of the XK120 Jaguars.



**PROVISIONAL RESULTS**

**Austin 7 cars complying with 750 M.C. Formula, 5 laps, scr.:** 1, K. S. Jeffery, 12m 39.2s, 50 m.p.h.; 2, D. Bukin, 13m 02.8s; 3, W. P. C. Cole.

**Sports Cars**

**Scratch races of 5 laps each: I:** 1, R. B. W. 1,172 (R. N. Richards), 11m 25.2s, 62.5 m.p.h.; 2, Riley 1,089 (H. Cocker); 3, M.G.-Ford 1,172 (G. G. Smith). **II:** 1, Allard 3,622 (R. A. Page), 10m 25.4s, 65.6 m.p.h.; 2, S.S. 90 2,664 (M. P. Anthony); 3, Aston Martin 1,970 (J. C. C. Cavendish). **III:** 1, Lagonda 4,500 (J. Goodhew), 9m 31.2s, 71.9 m.p.h.; 2, Healey 2,443 (P. Allen Asquith); 3, H.R.G. 1,496 (G. A. Ruddock). **IV:** 1, Jaguar 3,442 (F. H. Howarth), 9m 6s, 75.2 m.p.h.; 2, Frazer Nash 1,971 (R. F. Peacock); 3, Frazer Nash-B.M.W. 2,442 (P. C. Willis).

**Handicap races of 5 laps each: I:** 1, S.S. 90 2,664 (M. P. Anthony), 10m 56s, 64.6 m.p.h.; 2, Allard 3,622 (R. A. Page); 3, H.R.G. 1,496 (J. Gott). **II:** 1, Bentley 4,398 (R. H. B. Mason), 11m 20.4s, 60.5 m.p.h.; 2, Lagonda 4,500 (J. Goodhew); 3, Bentley 4,500 (J. H. Orr-Ewing). **III:** 1, Healey 2,443 (P. Allen Asquith), 10m 7.6s, 67.8 m.p.h.; 2, Lancia 1,400 (W. R. Croydsill); 3, Jaguar 3,442 (F. H. Howarth). **IV:** 1, Riley 1,089 (H. Cocker), 13m 54.4s, 58.3 m.p.h.; 2, Rover 1,589 (D. F. R. Pratt); 3, Lagonda 1,954 (G. T. Walker).

# "THE AUTOCAR" READERS' SERVICE

Week by week *The Autocar* answers by post many questions from readers on a wide variety of motoring subjects—technical, legal, touring, maintenance, sporting and general. A selection from these of wide interest is published as a regular feature. Readers wishing to use this service should address their queries to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1. Only a selection of queries and answers can be published, in view of which free a stamped, self-addressed envelope should be enclosed for a direct reply. **It is requested that queries for this section be kept separate from other communications, and that questions which normally are addressed to manufacturers' service departments should not be regarded as eligible.**

## *Fiat Rear Main Bearing*

*The rear main bearing of my 1937 Fiat 500 leaks oil. On dismantling I found that the rear bearing housing is made in two parts; an aluminium housing containing a white metal bearing with an end plate of steel attached to it. The sealing between these two was defective and the plate was loose on the housing. I remedied this but still have the leak. The bearing is good, the oil pressure correct and the scavenging oil pipe from the bearing does not go below the oil level in the sump. Apart from the oil loss, which is about one pint over 60 miles, the clutch naturally becomes very sticky.* *J. C. W.*
*Derby.*

YOU seem to have covered the more obvious causes of the oil leakage. It can arise if the scavenging pipe works loose or becomes detached, but if it is firmly fixed there should be no trouble with good bearings. Are you sure that the journals are reasonably true and the front and rear bearings properly lined up? At this age the engine has probably been overhauled more than once and the fault might lie in this alignment. It could also be caused by excessive end float. When the crankshaft is assembled in the bearings there should be scarcely any perceptible end movement.

### Non-standard Gear Box

*I would like to fit a four-speed gear box to my Ford Ten engine and would be glad if you could tell me whether much modification would be necessary.* *A. B.*
*Wednesfield, Staffordshire.*

A DIFFERENT gear box could be fitted on the conversion plate which would have to be made to couple up engine and gear box and would be an expensive engineering item. Naturally flanges, holes and so on will not match up. Such an enterprise is usually uneconomic, the cost not being reflected in an increased value of the car.

### High Piston

*I recently had my Standard rebored and the tops of the pistons were all coming up too high. The garage concerned fitted an extra gasket and this cured the trouble in three cylinders but it remains in the fourth. The performance is good but petrol consumption is higher. Could you suggest a cure?* *J. G. H.*
*Bideford, Devon.*

IT sounds as if the engine has been unsatisfactorily overhauled. If one of the pistons is travelling up higher than the rest this is probably because the throws of the crankshaft are not the same, or because the big-ends have been incorrectly bored. The only way to find out exactly what has happened is to strip down the engine and examine the working parts, checking the distance between the centres of the big-end and little-end bearings and also the throws on the crankshaft.

### Clutch Snatch

*The engine of my Series E Morris Eight was reconditioned recently and the clutch removed and cleaned at the same time. Shortly after reassembly a snatch developed in the clutch. When starting from rest this snatch occurs unless the clutch is engaged with extreme care. Once the car is on the move the clutch works normally.*
*London, N.W.1.* *A. H. P.*

IT is possible that the clutch withdrawal mechanism has been incorrectly assembled and you are not freeing the clutch uniformly. Alternatively the clutch plate may be out of true.

### Ackermann

*When a car is going round a corner one front wheel must turn a little more than the other because it is on a different radius from the point about which the car is turning. Could you tell me how the steering layout compensates for this?* *N. F. L.*
*South Merstham, Surrey.*

THE steering geometry concerned works on the Ackermann principle. The steering arm from the king-pin of each front wheel comes to a joint with the track rod. A line drawn through the king pin and steering arm joint of each front wheel should meet about two-thirds down the centre line of the car, towards the rear wheels. This gives the necessary compensation.

### Running Costs

*I shall be most grateful if you will tell me the estimated present annual cost of running a popular-priced 12 h.p. car about 7,000 miles yearly.* *F. H.*
*London, S.E.1.*

INSURANCE is variable according to the age of the car, the occupation and age of the driver, the area in which he lives, the type of cover he requires, and so on. Service charges can vary enormously, depending on whether the car is new, in good condition, or perhaps 12 to 16 years old.

The situation with regard to spare parts and the cost of these makes a great difference. An inexpensive car is cheaper to repair than a more expensive model of the same size. The care which the driver takes with the car, the regularity with which it is greased, and the way it is driven are all important.

Only the driver concerned can make out his own estimate with any accuracy.

### Castor Oil?

*I shall shortly be running in an engine which has been completely reconditioned and I intend to use running-in compound containing colloidal graphite. I notice that the makers of this preparation state that it should not be used with a castor-based oil. Could you tell me whether such popular brands as Castrol, Mobiloil, Essolube, Shell and so on contain castor oil?*
*Aylesbury, Buckinghamshire.* *F. S. W.*

YOU need have no fear about castor oil because none of the normal oils provided at service stations comes under this heading. Castrol make a castor-based oil, but this is not the type which they sell in the ordinary way to normal motorists.

### Water Injection

*Can you give me any information regarding water injection into a 10 h.p. car? Whether it is practicable, how the water is induced, quantity induced, and so on.*
*Twickenham, Middlesex.* *E.S.K.*

WATER injection is not a very practical proposition with a 10 h.p. car, and apart from any gain you may get in power, you have an added trouble with valve gear springs and so on, which can corrode because of the presence of a damp atmosphere. There is one device on the market in America called a Veitameter which is claimed to improve the performance, but it uses a mixture of alcohol and water. It is fitted between the carburettor and the manifold.

### Obstinate Drag Link

*The steering on my 1936 Ford Eight became worn, so I decided to renew the worm and nut, but although I have got the split pin and nut off the bottom of the drag link, I cannot budge the drag link at all.*

*I am afraid of striking it too hard in case I break the lugs off it, or bend the spindle.* *T. A. G.*
*Harold Wood, Essex.*

THE drag link is fitted to the steering box by means of a "wedging taper" as well as the nut you have mentioned, and it is necessary to get a special extractor tool which pulls on the lugs and pushes on the centre of the spindle. If you are not able to get one of these tools, as a last hope you can soak the two parts in penetrating oil and then hit the arm with two hammers.

### Going Abroad

*I am just about to apply for my foreign touring papers. I do not need an international driving licence, but is it advisable to have one?* *S. K.*
*Littlewick Green, Berkshire.*

THE advantage of the international driving licence comes when any contretemps occurs with officials or police in a foreign country. Your "credentials" are immediately available in their own language. At 10s 6d it is well worth it.

# FIRST AGAIN!

## ULSTER TROPHY

FIRST—G. Farina driving an Alfa-Romeo at 91.46 m.p.h.
making a new lap record of 94 m.p.h.

## 500 c.c. SCRATCH RACE

FIRST—P. J. Collins driving a J. B. S. at 71.38 m.p.h.

## 1300 c.c. SCRATCH RACE

FIRST—R. Flockhart driving a J. P. Vincent at 75.5 m.p.h.

*Subject to official confirmation*

SHELL

**LEADERSHIP IN LUBRICATION**

# Here's another UTILECON (REGD).

From the wide range of Utilecon models we illustrate the popular 5-cwt. Morris. Its attractive appearance, quality finish, low running costs and clever convertibility makes it an ideal "all-purpose" vehicle.

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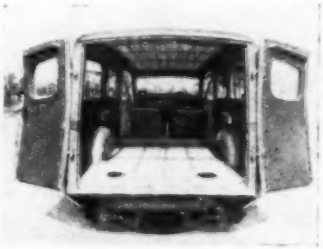

**The UTILECON is also made on Austin, Bedford and Ford 5 and 10 cwt. chassis. UTILECON Ambulances, Fire Tenders and UTILABUS versions are also available.**

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**BUNDY TUBING**

Mrs. Nancy Binns' XK Jaguar leads a flock of cars into Stowe Corner during the Eight Clubs' meeting at Silverstone. The telephoto lens has foreshortened Hangar Straight to a fraction of its real length.

# THE SPORT

Conducted by S. C. H. DAVIS and J. A. COOPER, A.M.I.Mech.E., M.S.A.E.

THE Ulster race was really good, showing motor racing at its best on a real road circuit. Farina's performance was nothing short of masterly, as one would expect from last year's world champion, while Reg Parnell could not have done more—a really consistent drive. But the high spot of the whole race was undoubtedly the magnificent scrap between Shawe-Taylor, driving the E.R.A. which he recently bought from T. C. Harrison, and Bob Gerard in his own faithful E.R.A.; these two cars and drivers were very evenly matched and put up a real fight for almost half the race. Had Brian taken even two seconds longer over his pit stop, Gerard would have passed him as he got away, and the result would very likely have been reversed; but it did not matter who won after a battle like that.

Peter Walker, who drove Rob Walker's Delage into eighth place, had a most uncomfortable ride as the rear shock absorbers appeared to have seized solid, throwing him about the car to such an extent that his right thigh was completely skinned and on at least one occasion he caught his elbow on the right side rear wheel! But the E-type E.R.A. engine sounded as healthy at the end as at the start; almost the first time that this power unit has lasted through a longish race. The other races were also excellent, although the 500 c.c. event suffered from shortage of entries: in a case like that it would probably have paid the organizers to extend the closing date for entries (possibly at double fees), as more would undoubtedly have been forthcoming. But the Ulster A.C. are to be congratulated on a very fine meeting indeed, and on the whole the organization was excellent.

It is announced that the *News of the World* is going to repeat its support next year.

THIS year's Indianapolis 500-mile race proved one of the most gruelling of the complete series; of the total of thirty-three starters, only six completed the course, two more being still running at the finish. Lee Wallard, well-known New York driver, scored his first Indianapolis victory at the wheel of the unsupercharged 4½-litre Belanger Special, powered—like the majority of the competing cars—by the four-cylinder Meyer-Drake engine, at a record speed for the event; records, in fact, fell all through the race, every 50-mile mark being handsomely exceeded. It was the first time that the winner had covered the distance in under four hours.

Last year's winner, Johnny Parsons, fell out with magneto trouble; Mauri Rose's car overturned (driver almost unhurt); Walt Faulkner, who set up new records in practice, broke the crankshaft of the Grant Piston Ring Special, and altogether it was something of a Roman holiday. Wallard led from the start, but was soon passed by McGrath in the Hinkle Special; he regained the lead shortly afterwards, only to lose it again when he came into the pits with a split exhaust pipe. But before half distance he had once more forced his way to the front, and in spite of losing a rear shock absorber towards the end he was never challenged again.

**RESULT (race distance 500 miles)**

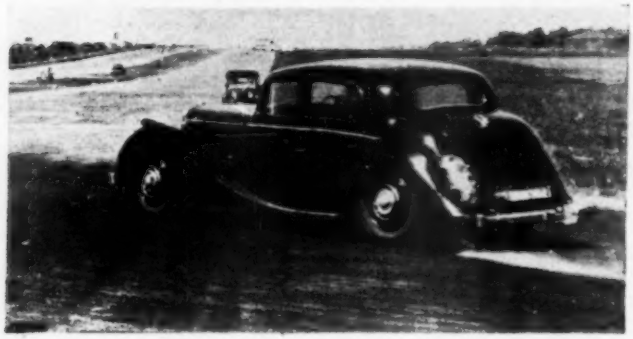
1, Belanger Special (Lee Wallard), 3h 57m 56.05s (126.244 m.p.h.); 2, Jim Robbins Spl. (Mike Nazaruk), 125.302; 3, Hinkle Spl. (Jack McGrath: Manuel Ayulo), 124.745; 4, Blue Crown Spl. (Henry Banks), 123.957; 5, Blakely Spl. (Bob Ball), 123.709; 6, Leitenberger Spl. (Andy Linden), 122.595; 7, Auto Shippers Spl. (Carl Forberg), 465 miles covered; 8, Mobilgas Spl. (Duane Carter), 445 miles covered. 33 starters.

LEE WALLARD did not have long in which to savour his victory before he was taken to hospital with severe burns, the result of his car catching fire during a speedway race at Reading Fairground, Pennsylvania, on Sunday last, June 3. He was stated to be in a serious condition; it is to be hoped that he will soon recover, for that quick succession of victory and disaster is surely the worst stroke of misfortune that could possibly have befallen him.

THE R.A.C. Rally is now well under way, and already there seem to be a good many disconsolate *équipes* who have done it all wrong; many of them found it far more difficult to remember how many laps of Silverstone they had done than they expected. By now the cars are on their last stage, round the West Country circuit to the finish at Bournemouth, and tomorrow the final test is run off which will decide the winner of each of the four classes.

On Sunday the Rome G.P. takes place in Italy; this meeting contains races in all three categories, and should be well supported in all respects. Next Thursday sees the B.R.D.C. Empire Trophy, Manx Cup and Castletown Trophy races in the Isle of Man; the first-named, which is, of course, a sports car race this year, should be particularly good. The full entry list was published in this column last week. British Railways and the I.O.M. Steam

# THE SPORT . . . . . continued



In the R.A.C. Rally Silverstone test F. Runton's Jaguar spilt petrol by the gallon.

Packet Company are collaborating in the running of a day excursion trip from Fleetwood to Douglas; a train will leave Manchester (Victoria), calling at various East Lancashire towns and connecting with the boat leaving Fleetwood at 10.30 a.m. The return boat will arrive at Fleetwood at 9.30 p.m., and be met by a train in the same way.

THE French G.P. at Rheims on July 1, which this year bears the proud title of Grand Prix d'Europe, should be the race of the year if present indications are anything to go by. The prize money has now been increased, the winner getting about £1,500; the driver putting up the fastest lap gets £100, but if he beats Lang's 1939 Mercedes record lap of 114.86 m.p.h. he wins another £300 on top—this is known as the system of incentive payments. The race is a long one, the total distance being 375 miles, so that refuelling stops will once more become of great importance—which is as it should be. Entries stand provisionally as follows (not all of these have finally confirmed acceptance as yet): B.R.M. (Parnell, Bira); Alfa Romeo (Fangio, Farina, Bonetto, Sanesi); Ferrari (Ascari, Villoresi, Whitehead and two more); H.W.M. (Heath, Moss); Maserati (de Graffenried, Schell); Simca-Gordini (Aldo Gordini, Manzon, Simon, Trintignant); Talbot (Claes, Etancelin, Cabantous, Rosier, Chaboud, Mairesse). Now, one of the two spare Ferraris will probably turn out to be driven by Taruffi, who went so magnificently at Berne; the other could possibly be the Thin Wall Special, but who would be at the wheel? Assuming, that is, that Parnell were driving a B.R.M. The name of Peter Whitehead has been whispered in this connection—Peter likes Rheims, and finished third there last year—but he is perhaps more likely to be seen with his own car.

JOHN HUGENHOLTZ, enthusiastic manager of the Zandvoort circuit in Holland, suggests that an annual conference of track managers, circuit directors and equivalent officials would be an excellent thing, as many useful ideas could be interchanged and possibly a greater degree of standardization arrived at in the matters affecting competitors and other users of the circuits. This seems an admirable idea; if all interested parties will communicate with J. B. Hugenholtz at the Foundation Touring Zandvoort, Stationsplein, Zandvoort, Holland, he will be happy to make the necessary arrangements and act as getter-together.

THE committee of the Nottingham Sports Car Club suggests that, in view of the R.A.C. decision to discontinue their tenure of Silverstone, the time might now be ripe for many of the interested clubs to get together and pool their resources with a view to possibly obtaining an interest in a suitable centrally placed venue.

This is a possibility which might well be followed up; however, I would not get too despondent over this Silverstone business. It is probable that the lease of the circuit will be taken over from the R.A.C., and its use by minor clubs guaranteed for some time to come as a result. But we could certainly do with a decent road circuit, and the obvious place is still Donington Park, though how licences could be obtained for the work which would surely be necessary on the track I do not know, even if the present tenants were out of the way and the owners amenable.

EVERYTHING seems to be scheduled to happen on June 23, which is a pity, to put it mildly. First and foremost, there is Le Mans; then there are the international meeting at Brands Hatch, the jubilee meeting at Shelsley Walsh, the second Silverstone meeting organized by the Vintage S.C.C., and the Maidstone and Mid-Kent M.C. 500-mile Margate Rally.

The Shelsley programme, as well as the usual classes for racing cars of different categories, includes a wonderful parade of historic racing cars of the past fifty years, many of which put up notable performances at Shelsley in their youth. They include such treasures as the 35 h.p. Daimler which made f.t.d. at the first Shelsley ever, in 1905 (this will be driven by Rupert Instone, son of its driver of those days), a White Steamer which did likewise in 1906, Raymond Mays' Brescia Bugatti "Cordon Rouge," Davenport's original G.N., Laurence Pomeroy's Prince Henry Vauxhall and many more.

THE highlight of the programme at the Vintage Silverstone on that day is the race for the 1908 G.P. Itala Trophy, open to vintage (pre-1931) racing cars and run over six laps of the club circuit. There are also six scratch and handicap races and a twelve-lap relay race. Admission to members and friends only; tickets obtainable free on application to the secretary.

The Margate rally should be great fun, starting at the Tudor House, Maidstone, and traversing a circular route round southern England to finish at Margate; this route includes two special stages, while there are also speed tests on Detling aerodrome and eliminating tests at Cliftonville, where the *concours d'élégance* will be held.

THE Eifel meeting, held once more as in pre-war days on the Nurburg Ring, took place last Sunday; the formula 2 race was somewhat depleted by the coincidence of the Aix-les-Bains event, but a good internecine scrap developed between the A.F.M. and Veritas teams. First British car to finish was Tony Gaze's Alta, in seventh place. In the 500 c.c. race the Coopers had it all their own way, filling the first five places; most of the race was run in a severe thunderstorm under most unpleasant conditions.

**RESULTS**

**Formula 2 (99.19 miles, 7 laps of 14.17 mile circuit):** 1, Veritas 2,000 (P. Pietsch) 1h 23m 15.7s (71.49 m.p.h.); 2, A.F.M. 2,000 (F. Riess); 3, A.F.M. 2,000 (W. Heeks).

**Formula 3 (85.02 miles, 6 laps):** 1, Cooper (I. Burgess) 1h 19m 57.4s (65.80 m.p.h.); 2, Cooper (K. Wharton) 1h 19m 59.7s; 3, Cooper (W. J. Whitehouse); 4, Cooper (K. E. Carter); 5, Cooper (T. Kreuner).

THE formula 2 event at Aix-les-Bains last Sunday resulted in a win for the new *Ecurie Espadon* in the person of Rudolf Fischer, driving his 2-litre Ferrari, after a tussle with Stirling Moss in the H.W.M. Rather surprisingly, the Simcas do not seem to have gone as fast as expected; this very short and twisty circuit is usually regarded as especially suitable for the light and manoeuvrable Simcas. The race was run in two heats and a final; Fischer and Moss won a heat each without much difficulty.

**RESULTS**

**Heat 1 (43.5 miles, 40 laps of 1.09 mile circuit):** 1, Ferrari 2,000 (R. Fischer) 54m 21.9s (48.26 m.p.h.); 2, Simca 1,490 (A. Simon); 3, H.W.M. 1,960 (J. Heath).

**Heat 2 (as above):** 1, H.W.M. 1,960 (S. C. Moss) 54m 38.4s (48.04 m.p.h.); 2, Simca 1,490 (R. Manson); 3, D. B. 750 (E. Bayol).

**Final (87.14 miles, 87 laps):** 1, Fischer, 1h 15m 14.5s (49.68 m.p.h.); 2, Moss, 1h 15m 26.2s; 3, Simon; 4, Ferrari 2,000 (F. Cortese).

THE Swiss authorities have just issued an official communiqué with regard to the auction sale of the two 1½-litre Mercedes-Benz racing cars, which has been proceeding by post for some months. The cars have been bought by the Swiss distributors for 225,000 francs (approximately £18,700). The announced intention of the distributors is to clean and recondition the cars and display them in showrooms throughout Switzerland. There are those who believe that if the cleaning and reconditioning is carried out in Stuttgart they might soon be ready for demonstrations of a more dramatic kind; but after the unsatisfactory results obtained with the 3-litre cars in South America during the winter Mercedes-Benz will obviously be reluctant to begin racing again without a full team of cars, adequately prepared.

THE famous old Bol d'Or 24-hour race at St. Germain, near Paris, which was run this year on Sunday and Monday, June 3 and 4, resulted in a sweeping victory for José Scaron, driving a 1½-litre

# THE SPORT . . . . . continued

### COMING SHORTLY

**June 8.**—Vintage S.C.C. (Northern Section). Vintage night, Crown Hotel, Bawtry, 8 p.m.
9–10.—**Grand Prix of Rome, Italy.**
9–10.—Sunbeam-Talbot O.C. Rally, Torquay.
10.—North Midland M.C. Midsummer Road and Test Trial, starting Norton Hotel, Meadowhead, Sheffield, 2.30 p.m.
10.—Lancashire and Cheshire C.C. Trial, Cheshire.
10.—Severn Valley M.C. Night Trial, Shropshire.
10.—Southsea M.C. Cannon Cup Rally, starting Portsdown Hill, Cosham, Hampshire, 11 a.m.
10.—Chiltern C.C. Annual Touring Rally, starting George Hotel, Beaconsfield, 11 a.m.
10.—Alvis O.C. (Midland Centre). Teme Valley Rally, starting from the Elms, Abberley, Worcestershire, 11 a.m.
14.—**B.R.D.C. British Empire Trophy and Manx Cup races, Isle of Man.**
14–17.—**Rally of the Midnight Sun, Sweden.**
16.—Bristol M.C. and L.C.C. John Bull Trial, Whitchurch, near Bristol.
16.—Bugatti O.C. Silverstone race meeting.
16.—North Devon M.C. Speed Trial, Devon.
16.—B.A.R.C. Closed race meeting, Goodwood.
16–17.—Brighton and Hove M.C. Trial, Sussex and Devon.
17.—Citroen C.C. Social run, starting Wimbledon Common, 9 p.m.
17.—Eastern Counties M.C. Race meeting, Fersfield Airfield, near Diss, Norfolk; first race 1.30 p.m.
17.—**Grand Prix of Belgium.**
17.—**Grand Prix of Portugal.**
17.—**Draguignan race, France.**

Simca, who handsomely beat the previous record for the event with a total distance of 1,439 miles in the 24 hours, an average speed of 59.96 m.p.h. Ivor Robertson, driving his 1936 Ulster replica model, led the Aston Martin teams, finishing second to Scaron in the 1½-litre class and fifth in general classification: very satisfactory.

Unfortunately Ken Dace, also of the Aston brigade, was involved in a crash as a result of coming into collision with the rear of a Simca; one front wheel was torn off the Aston, which overturned and crashed into the crowd. Two people were killed and five seriously injured; Dace, fortunately, escaped almost unhurt.

**RESULTS**

**General Classification:** 1, Simca 1,490 (J. Scaron), 1,439 miles (59.96 m.p.h.); 2, Deusi 1,100 (Le Jante), 58.14 m.p.h.; 3, B.M. 1,100 (H. Michel), 55.05 m.p.h.

**1½-litre Class:** 1, Simca (J. Scaron); 2, Aston Martin 1,482 (I. Robertson); 3, Peugeot 1,290 (Mrs. Hammersley); 4, Aston Martin 1,482 (P. Stewart); 5, Aston Martin 1,482 (F. Noar); 6, Aston Martin 1,482 (J. Parker).

A SLIGHT degree of confusion seems to have arisen between the two Chapmans—A. C. B., who drives the Lotus Specials, and D. J. R., a Bentley addict. In the qualifying race for the *Motor Sport* Trophy at the Maidstone and Mid-Kent M.C. Silverstone meeting on May 26, it was D. J. R. who finished second, and not—as printed—A. C. B.

ALTHOUGH the British G.P. is still some way off, taking place on July 14, the problem of obtaining grandstand accommodation is obviously going to be difficult. So if you are interested and want grandstand seats, write forthwith to the R.A.C., Pall Mall, London, S.W.1, marking the letter "British G.P." and stating your requirements. You have now been warned! J. A. C.

# CLUB NEWS

**Bognor Regis M.C.** The club's May event was run in the form of a point-to-point navigational test, with a route card consisting of six-figure map references only, and a scheduled average speed of 24 m.p.h. Start was from headquarters, at the New Aldwick Club, Bognor, which competitors left for a seventy-mile run on main and secondary roads through Fishbourne, West Marden, South Harting and Rogate. After a luncheon stop the route lay through Lurgashall, Fernhurst, Sutton, and back over the Downs to Bognor Regis, where a kerb reversing test was held. E. Brinkman was the winner of the event.

Every Thursday evening members and their friends are welcomed to a noggin and natter at the New Aldwick Club, Barrack Lane, Bognor, from 8 p.m. onwards.

**West Sussex D.M.C.** A scavenge hunt, in which entrants were given a list of a hundred articles and allowed 2½ hours in which to collect the maximum number, was held on Sunday evening, May 27, starting from Findon Green. Points were awarded according to the article; a bottle of Chanel No. 5, for instance, fetched five marks, a piston only one. Tea at the Greypoint was followed by an enjoyable evening. Miss Field, in a B.S.A. tourer, carried off the first prize, gaining 94 points. P. K. Livingston (Morris Cowley), with 92 points, was runner-up, and third was J. F. G. Brown (Amilcar) with 86 points.

**Blackburn Welfare M.C.** Incorporated in the motor cycle race meeting at Brough Aerodrome on Saturday, June 30, will be a race for 500 c.c. cars, consisting of two seven-lap heats and a ten-lap final. Regulations are available from the Blackburn Welfare M.C., Welfare Department, Blackburn and General Aircraft, Ltd., Brough, Yorkshire.

**Citroen C.C.** Members will be competing in a social run, starting from the Causeway, Wimbledon Common, at 9 a.m. on Sunday, June 17. A route of 160 miles will be divided into two sections, lying through Surrey, Hampshire and Sussex. Lunch and tea will be supplied to competitors. Entries to J. B. Layton, 103, Kingston Hill, Kingston, Surrey.

**Cambridge 50 C.C.** The road section of 240 miles of the May Rally, run on May 20, was preceded by a *concours d'élégance*, and took competitors from Cambridge on a circular run via Royston, Hatfield, St. Albans, Windsor, Thame, Oxford, Buckingham and Bedford, to the finishing point near Cambridge. Here a braking and acceleration test was held, followed by a short timed run with the car instruments masked. A hill test was staged *en route*, in which each car was stopped half-way up the hill, and the driver was required to restart without damaging a matchbox lodged behind the rear wheel; only three match-boxes became casualties in this test. **Results:** 1, Riley Nine Spl. (M. Preston), 28 marks lost; 2, Jowett Javelin (E. Love), 31; 3, M.G. (D. Moore), 37.

Next event will be a night trial, to take place on Saturday, June 23.

**Stockport M.C.** Mrs. M. Hackett, driving an Austin, gained the Oslo Trophy for putting up the best performance in a post-war car in the rally run over a 125-mile course in Cheshire and North Wales on Sunday, May 27. Competitors were judged on the consistency of their average speeds between checks. D. Whyman (Riley) put up best performance in a pre-war car.

**Bristol M.C. and L.C.C.** On the night of May 19-20 the Poole Trophy Trial was run as a navigational point-to-point event. This followed a skittle match, held on the previous evening, in which the lady members were victorious over the males. The route was confined to lanes and little-used roads in south Gloucestershire, and one of the special tests required navigators to give a map reference against a stopwatch of a point defined by compass reckoning. The

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SILVERSTONE

FASTEST LAP OF THE DAY
(all categories)

E. J. Newton
FRAZER-NASH
1 min. 58 secs.
88.13 M.P.H.
(on two occasions)

In addition T. A. D. Crook (twice), also F. R. Gerard, lapped in 2 mins. at 86.66 m.p.h.

The three privately-owned and driven Frazer-Nashes which finished 1st, 2nd and 3rd in Division I, winning the Challenge Trophy and Team Prize, also made the fastest laps of all makes entered. Only one car of the complete entry, a 3½-litre Jaguar driven by Stirling Moss, equalled the lap times of T. A. D. Crook and F. R. Gerard.

E. J. Newton's lap speeds of 1 min. 58 secs. are 3 seconds faster than the fastest lap of the day in the 1950 Production Car Race by Grand Prix ace Ascari, driving a factory-entered Ferrari.

FRAZER-NASH CARS
ISLEWORTH, MIDDLESEX

## CLUB NEWS . . . . . continued

Poole Trophy eventually went to W. G. Poeton, driving a Standard. **First-class awards:** Triumph (C. L. Read), Standard (B. K. Mardon). **Second-class awards:** M.G. (W. J. Jones), M.G. (F. Gordon).

**Eastern Counties M.C.** Invited clubs to the race meeting for sports cars at Fersfield Airfield, near Diss, Norfolk, on June 17, at the Bentley Drivers, B.A.R.C., Cambridge University, West Essex, East Anglian, Peterborough and Cambridge 50 clubs.

**Aston Martin O.C.** Results of the All-Britain Rally to Harrogate on May 26-27 are as follows: 1, Riley (Lt.-Col. G. MacWatters), 683 marks gained; 2, Aston Martin (S. W. Knowles), 552; 3, Aston Martin (Russell Noble), 549; 4, Bentley (Major J. H. Humphreys), 548; 5, M.G. (H. D. Burke), 544; 6, Aston Martin (Sq. Ldr. V. W. Hinkley), 518; 7, tie between Aston Martins of Major M. Morris-Goodall and Captain E. C. W. Stapleton.

**North London Enthusiasts' C.C.** The Radcap Rally, on June 16-17, will have a 350-mile night road section, including timed sections, map reading, special tests, timed controls and check points. Start will be at Clayton-Mayers and Co., Ltd., North Circular Road, London, N.W.2, at 5.30 p.m., and competitors will finish at the Hotel Imperial, Hythe, Kent.

**Alvis Register.** A monthly meeting for members and their friends will be held at the Jolly Farmers, Enfield Road, Enfield; the first of these will be on Wednesday, June 13, from 7.30 p.m. onwards, the subsequent gatherings to be at the same time on the second Wednesday in each month.

**Plymouth M.C.** Seven clubs have been invited to compete in the sixth annual 1946 Presidential Trophy Rally on June 29-30; the North Devon, Taunton, Bristol, North Cornwall, Cornwall Vintage, West of England and the West Hants and Dorset clubs. Starting at 11 p.m. on the Friday night from Taunton, Plymouth, Barnstaple, Launceston, Newquay, Bristol, Newton Abbot and Bournemouth, competitors will tackle a road section of approximately 350 miles, complete with night navigation section and a main road section on Dartmoor. Eliminating tests and a final examination will be held on Saturday, June 30, and in the evening, from 8 p.m. until midnight, a social will be arranged at the Seymour Hotel Ballroom, Totnes.

**Hants and Berks M.C.** An experiment by the club in using the motor cycle dirt track at California in England for their driving test meeting on May 20 proved so successful that future events will be arranged on similar lines. Best performance of the day was made by Bryan Wattridge, in the Peasmore Special. **Open car class:** Austin Spl. (G. Paul); **Closed:** Triumph Mayflower (E. B. Hunt). **Ladies award:** TC M.G. (Mrs. Y. K. Mond). **First-class awards:** Buckler (J. Barlow); Dellow (M. H. Hopkinson). **Second-class awards:** Dellow 1,172 (F. L. Stark); Ford (N. M. Ness).

**Alvis O.C.** A northern section of the club has recently been formed, and a meeting will be held to welcome new members to it on June 24 at the Stirk House Hotel, Gisburn, Yorkshire, commencing with a noggin and natter at 11.30 a.m. with luncheon to follow and the meeting during the afternoon. All members, their friends and non-members are cordially invited to attend. The hotel lies two miles west of Gisburn on A59. Those wishing to book lunch should write before June 17 to the Northern Section Secretary, A. Ellison, Rylstone, Earnsdale Avenue, Darwen, Lancashire.

**Lancashire A.C.** The full results of the Morecambe Rally, held on May 25-27, are as follows:—

**Morecambe Challenge Trophy (best performance by standard production car, open or closed):** Jaguar XK120 3,442 (E. I. Appleyard), 1176 aggregate. **Morecambe and Lancaster Trophy (best performance by standard production car, open):** E. I. Appleyard. **Carnival Committee Trophy (best performance by standard production car, closed):** Jowett Jupiter 1,486 (T. C. Wise), 1288. **Best performance by Special or supercharged car:** A. W. Spl 1,172 (F. Dean), 1152.

**Class awards.—Standard production cars (open) up to 1,300 c.c.:** 1, M.G. 1, 250 (G. R. Holt), 1250. **1,301 to 3,000 c.c.:** 1, H.R.G. 1,496 (A. V. L. Gordon), 1266. **Over 3,000 c.c.:** 1, Jaguar 3,442 (D. O'M. Taylor), 1260.

**Standard production cars (closed) up to 1,300 c.c.:** 1, Ford 1,172 (K. E. Bancroft), 1320. **1,301 to 3,000 c.c.:** 1, Jowett Jupiter 1,485 (A.G.Imhof), 1434. **Over 3,000 c.c.:** 1, Jaguar 3,483 (E. Ainsworth), 1422.

**Specials and supercharged cars up to 1,300 c.c.:** 1, M.G. 1,250 (D. G. Scott), 1286. **1,301 to 3,000 c.c.:** 1, Dellow 1,172 (J. L. Pattinson), 1218. **Over 3,000 c.c.:** 1, Allard 4,375 (G. Warburton), 1158.

**Starting Control awards.—Birmingham:** Bugatti 3,400 (R. Linley), 1292. **Bristol:** M.G. 1,250 (T. G. Cunane), 1316. **Leeds:** M.G. TD 1,250 (M. S. Wilson), 1274. **London:** M.G. 1,250 (H. L. S. Jefferson), 1300. **Manchester:** Riley 1,496 (T. B. Hague), 1266. **Whalley:** Morgan 1,267 (M. Biberfield), 1268. **Ladies' Prize:** Riley 1,496 (Mrs. Kay Hague), 1282. **Old Favourites' Prize (best performance by car registered before January 1, 1940):** Morris 8 918 (J. S. Hollings), 1432. **Team Prize:** The Tulpen Clots (E. I. Appleyard, E. Ainsworth, A. G. Imhof), 4,032. **Eliminating test prize:** Healey 2,443 (A. G. H. Rimmel), 856.

## IN BRIEF

A new extension of 4,500 square feet has been opened by the Accurate Recording Instrument Company at their works in Garth Road, Morden, Surrey.

An "exploded" Hillman Minx is on show at Melvin Motors, Ltd., 107, St. Vincent Street, Glasgow. Designed as an exhibition, all the parts which make up the car are laid out for examination, grouped under heading notices for engine, clutch and so on. In all there are 18 sections and parts total over 3,000. The exhibition is open until June 22.

An unusually fine film, in colour, showing some aspects of the making and use of solder was shown at a reception given by H. J. Enthoven and Sons, at the Dorchester Hotel, Park Lane, London, on May 29. The film emphasized the facility of modern soldering methods, such as are used in the "filling" of car bodies.

## INFORMATION SOUGHT

Correspondence, addressed c/o *The Autocar*, can be forwarded on behalf of readers seeking the following information and handbooks:—

**No. 15896 1934 Vernon Derby.**
"D.J."—Hints and tips on maintenance, general information and a handbook.

**No. 15897 1935 N-type M.G. Magnette.**
"V.R."—All possible information, also a handbook.

**No. 15898 1935 S.S.II**
"G.W.H."—General information and a handbook.

**No. 15899 Handbooks Required.**
"R.P."—(Australia) 2.2-litre SA-type M.G.
"A.M."—1935 Hillman Minx.
"E.B."—1937 25.4 h.p. Studebaker Dictator.
"B.A.R.P."—1935 Rover Fourteen.
"R.L."—1936-37 10 h.p. Talbot.
"A.S.H."—1935 20 h.p. S.S.I.

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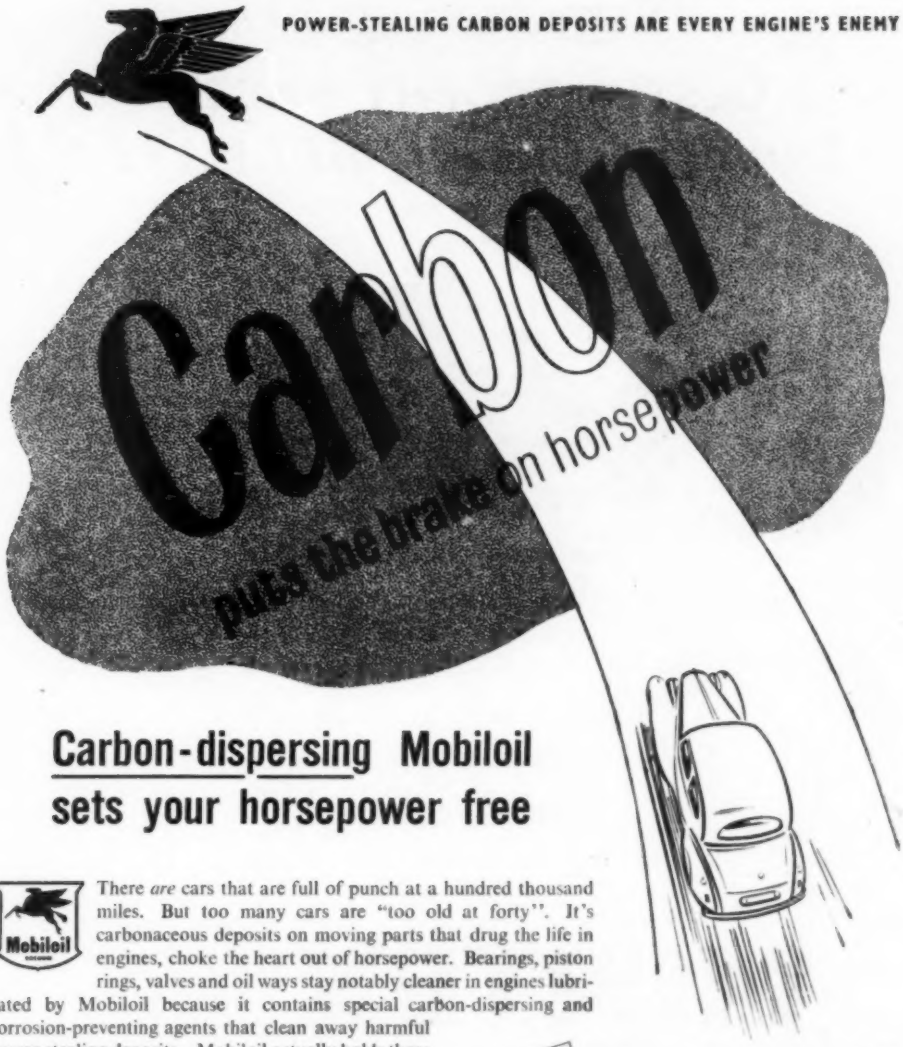


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NEWS OF THE WORLD

# ULSTER TROPHY RACES

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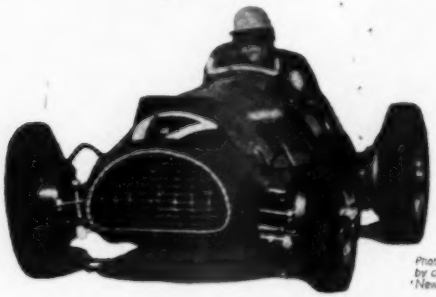
*June 2nd*



Photographed by courtesy of 'News of the World'

**INTERNATIONAL ULSTER TROPHY**

2nd Reg Parnell — Thin Wall Special (Ferrari) 90.62 m.p.h.
3rd Brian Shawe-Taylor — E.R.A 86.178 m.p.h.
4th Bob Gerard — E.R.A. 86.176 m.p.h.

**SCRATCH RACE UP TO 500 cc.**

1st P. J. Collins J.B.S. 71.38 m.p.h.

**HANDICAP RACE (75 MILES)**

2nd A. M. Calder (Riley) 67.25 m.p.h.

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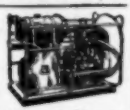

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**ALVIS** 12/70 foursome drophead coupe registered 1940, a very scarce and most desirable car in really exceptional mechanical order ..... £895
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1st R. Flockhart (J. P. Vincent) 75.5 m.p.h.

Handicap Race B

1st J. M. Hawthorn (Riley) 77.41 m.p.h.

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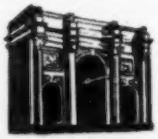

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The Autocar

# CLASSIFIED ADVERTISEMENTS

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## USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### IMPORTANT NOTICE

**Only cars which are not subject to the B.M.T.A. Covenant or other similar restrictions may be advertised, and submission of an advertisement is an implied acceptance of this condition.**

### A.C.

**ACLAND & TABOR**, Ltd., Welwyn 461, offer with three months' guarantee:—

**1949** A.C. 2-litre saloon, finished grey with grey leather upholstery, one owner, speedo, reading 11,000, immaculate condition throughout; £1,495. [9697

**1948** (October) A.C. 2-litre saloon, green, beige leather, attractive car, low mileage good performance, £1,295.

**BRIDGE MOTORS**, Church St., Rickmansworth. Tel. Rickmansworth 2362. [9614

**A.C.** 1935 16/60 drop head coupe, 10,000 miles since engine reconditioned, coachwork in good condition; seen Sutton or Hatfield, offers over £225.—Hill, Ellenbrook Club, Hatfield. [8139

**245** ens.—A.C. Ace 1956 16/60hp Greyhound sports saloon, black, sliding head, red leather; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Ham. 6041. [9511

### A.C. Spares and Service

**CENTRAL MOTORS (BURNLEY)**, Ltd., A.C. Distributors.—Sales and service; comprehensive stock of spares.—Tel. 3369. [4626

### ALFA-ROMEO

**BARTLETT.**—Alfa-Romeo, finest selection available.—27a, Pembridge Villas, W.11. [9825

**1949** Alfa-Romeo 6C 2,500 supersport convertible with Pinin Farina body, cobalt blue with red leather upholstery, fitted radio, heater, special steering wheel and latest type all synchro-mesh gear box, speedometer reading 10,585 miles, excellent condition throughout; offers to: David Brown & Sons (Huddersfield), Ltd., Park Gear Works, Huddersfield. [5769

### Alfa-Romeo Cars Wanted

**BARTLETT.**—Alfa-Romeo 2.9 2-seater wanted.—27a, Pembridge Villas, W.11. [9550

**ROWLAND SMITH'S** the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

**CHIPSTEAD MOTORS**, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [9812

### Alfa-Romeo Spares and Service

**THOMSON & TAYLOR (BROOKLANDS)**, Ltd.—Spare and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520.

**BEVERLEY MOTORS** (proprietor N. H. Mann), 2 Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa-Romeo chassis to customers' requirements, examples will be found in our showrooms.—Tel. Malden 4403. [9551

### ALLARD

**CAR MART**, Ltd.

**1949** Allard saloon, 12,000 miles; £1,095.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9556

**SIMPSON'S MOTORS**, offer:—

**1949** Allard tourer, 4-seater, very low mileage

**SIMPSON'S MOTORS (WEMBLEY)**, Ltd. (American Car Specialists), Wembley 8691-2. [6892

**H. A. SAUNDERS**, Ltd., offer:—

**1949** Allard 50hp sports 2-door saloon, black with red leather upholstery, 2,600 miles; £865.

**836**—642, High Rd., N.12. Hillside 0024. [9175

**DAGENHAM MOTORS**, Ltd., offer the following cars:

**1948** Allard special semi d/h coupe, black and green, brown hide, one owner, 21,000 miles.

**1948** Allard 4-seater d/h coupe, green, brown hide, discs, radio, heater, loose covers, etc., 2,600 miles.

**56**, Park Lane, W.1. Regent 4886, and 374, Ealing Rd., Alperton, Middx. Perivale 3358. [9576

**POTTER, RICHARDS & CARR**, offer:—Allard drop head, £675; 2-seater, £675; fixed head coupe, £675.—Kensington 6955. [9805

**ALLARD** saloon, ex-demonstration excellent condition.—Adlards Motors, Ltd., 3a Clapham High St., S.W.4. Macaulay 2431 [8152

### ALLARD

**BARTLETT.**—Allard 1950 low mileage Standard saloon.—27a, Pembridge Villas, W.11. [9526

**1950** Allard saloon, black, 5,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9442

**1950** Allard saloon, low mileage, beautiful condition; £1,385.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [9158

**1950** Allard saloon, 9,000 miles, immaculate condition; £1,395.—Sidney Marcus, Ltd., 83, Sloane St., S.W.1. Tel. Sloane 3557-6970.

**1950** (March) Allard sports saloon, 15,000 miles, as new; £1,325.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [9226

**ALLARD** J2 competition 2-seater, April, 1950, 9,000 miles, close ratio gears, H C heads, 4.375cc, complete with windscreen and hood, one owner; £1,295. To-day's list price £1,712.—T. C. Harrison, London Rd., Sheffield 27457. [9062

**ALLARD** International 2-str., fastest sports car in last nine speed events entered, 2nd in general classification all cars, Morecambe Rally, easily vanquishing all Jaguar XK 120 opposition; accept offer over £1,000.—Our Warburton, Spinney End, Worsley, Lancs. [9638

**1948** (September) Allard 4-door 4-seater station wagon, new engine fitted with superb timbered body by Riverlee, is registered as a coach-built saloon at £10 rate; £795; exchanges, hire purchase, etc.—B. & H. Motors, 1464-6, High Rd., Whetstone, London, N.20. Hillside 6671-2 [9552

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### ALLARD

**£845**—Allard drop head coupe, April, 1948, one of the most attractive Allards we have ever handled, black with red leather, whole condition practically without blemish, mechanical order equally as outstanding as the appearance, very moderate mileage.

**CAMDEN MOTORS** Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to Purchasers to any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [9523

### Allard Cars Wanted

**POTTER, RICHARDS & CARR.**—Best buyers of Allards.—Kensington 6955. [9027

**BARTLETT**, the Allard buyers.—27a, Pembridge Villas, W.11. Bayswater 0525. [9551

### Allard Spares and Service

**ALLARD'S MOTORS**, Ltd. for all Allard spares.—45-45, Acre Lane, London, S.W.2. Brixton 6451.

**ALLARD MOTOR Co.**, Ltd., Service Dept., 51, Upper Richmond Rd., London, S.W.15. Tel. Vandyke 2351.

**ENCON COACHWORKS**, of Fulham, 9, Estcourt Rd., London, S.W.6. Tel. Fulham 4021.—Specialists in Allard body repairs, body fittings for all models in stock, makers of Allard J.2, K.2 and tourer bodies. [0467

**BRISTOL STREET MOTORS**, Ltd., 164-182, Bristol St., Birmingham, 5 (Tel. Midland 5861), for new and used Allards, spares and service. Distributors for Warwickshire, Leicestershire and Northamptonshire.

### ALVIS

**J. MARSHALL**, offers:—

**1937** Alvis 4.3 Vanden Plas pillarless sports saloon, black, ivory upholstery, £350 overhaul, bills available, £595.

**J. MARSHALL**, 869, St. Albans Rd., Watford, Herts. Tel. Garston 2369. [9855

**DICKS CAR SALES**, offer:—

**1938** Alvis 12/70 drop head foursome coupe, fitted special twin carburettor engine, highly tuned.

**DICKS CAR SALES**, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9. [9771

**BROOKLANDS** for individuality.

**ALVIS** distributors; new 3-litre models for demonstration.

**1949** Alvis 14hp saloon, green, small mileage, approved by makers.

**1948** Alvis 14hp saloon, black, small mileage, approved by makers.

**1948** Alvis 14hp utility, special interior finish, immaculate throughout.

**BUY** or sell your car at

**103** New Bond St., London, W.1. Mayfair 4351-6. [9500

**ACLAND & TABOR**, Ltd., Welwyn 461, offer with three months' guarantee:—

**1937** Alvis 4.3-litre sports 4-door saloon, finished black with beige upholstery, very fast, one owner, stored several years, first-class condition throughout; £675. [9690

**GORDON CARS (LONDON)**, Ltd.—1949 Alvis 14hp saloon, black.—Below.

**GORDON CARS (LONDON)**, Ltd.—1949 Alvis 14hp coupe, maroon.—Below.

**GORDON CARS (LONDON)**, Ltd.—1949 Alvis coupe, particularly attractive.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [9465

**1937** Alvis 4.3-litre Charlesworth sports saloon, excellent condition; £690.—43, Belmont Rd., Southampton.

**ALVIS** Firebird, 14hp 1936 saloon, in perfect condition, any reasonable trial; £355; engineers' inspection invited.—Box 1973. [9054

**ALVIS** 1938 Firefly foursome drop head coupe; £395; reliable and in good condition.—19 Emmanuel Rd., Cambridge. Cambridge 50054. [9646

**1936** Alvis 16/95 Silver Eagle sports saloon, £500 overhaul by Alvis specialists, 70 in third, 85 on top; guaranteed, £475.

**G. W. WILKIN**, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [9072

**£625**—Alvis Speed 25 Charlesworth saloon, 1937, £800 overhaul by Alvis 1948, carefully maintained, excellent condition.—Wain, Central Hall, Lichfield, Staffs. [9705

**CASE'S MOTOR MART.**—1938 (August) Alvis Speed 25 Charlesworth drop head foursome coupe, 36,000 miles, one owner, maintained by makers, written guarantee.—3, Warren St., W.1. Euston 4110 [7677

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### ALVIS

ALVIS, first registered December, 1948, 14hp maroon saloon, immaculate condition, one owner; £1,300; no dealers; no offers.—Tel. Gerrard 6308, 10-5. [9051

ALVIS 17hp 1936 black saloon, recently overhauled including rebore, reupholstered, excellent condition, taxed; £500.—Tel. Syd. 7359 after 6 p.m. [8946

ALVIS 14 (Nov., 1948) Tickford drop head coupe, black with red leather, fawn hood, carefully maintained, 15,000 miles.—Tyre & Soft Ltd., Wimborne Rd., Bournemouth. Tel. Winton 2000. [9702

1495 gns.—Alvis 14 August, 1948, Tickford foursome drop head coupe, steel grey, blue leather, Windtone horns, one careful owner, 22,500 miles, almost new condition, cost £1,900, taxed; terms, exchanges.—Rowland Smith, below:—

445 gns.—Alvis Speed 25, 1938 model, Charlesworth 4-door sports saloon, black, sliding head, maroon leather, wheel discs, excellent condition; terms, exchanges.—Rowland Smith, below:—

245 gns.—Alvis Speed 20 August, 1934, 4-door sports saloon, black, green wheels, sliding head, leather upholstery, independent front suspension, taxed; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [9815

ALVIS 14 1939 Mulliner sports saloon, this car entirely works serviced and maintained by owner, residing nearby, bills available, reason for sale, details and photograph to genuine enquirers; £600 or near; a good opportunity for someone.—Box 2036. [9395

£695.—Alvis Speed 25 sports saloon, one of those rare and beautifully maintained vehicles capable of genuine 90mph, bodywork attractive black and grey, 5 nearly new tyres, no one would think this car is so cheap, looks and runs like £1,200 motor car; 3 months' guarantee, hire purchase, exchanges.

LAMBS of WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9894

ALTON GARAGE, the Alvis people, offer the following particularly recommended open touring models: £295, exceptional 1932 TJ 12-50 4-seater, one owner 19 years, absolutely original and sound; £285, in similar condition, a 1931 16-95 sports tourer, dark green, magnificently maintained throughout and just completely rebuilt; in addition to the above a choice of Speed 20 sports tourers from 1933 to 1937 is available, and finally for the odd trial, £125, 1931 12-50 TJ 2-4-seater, stark coachwork but first-class mechanically, outside exhaust; hire purchase and insurance readily arranged and immediate attention given to each enquiry.—Alton Garage, 17-19, Brook Mews North, Craven Rd., W.2. Paddington 5952. [9627

### Alvis Cars Wanted

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St., (Hampstead Tube), Ham. 6041. [0914

1949-50 Alvis, please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674-5. [0494

CASH immediately for good Alvis.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012.

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 530. [0697

CHARLES FOLLETT, Ltd., buy good late model cars.—18, Berkeley St., W.1. May. 6266. Service, Works and Stores: 12, Wellesley Ave., W.6. Riv. 1415. [0590

### Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 852, Finchley Rd., London, N.W.11. Tel. Speedwell 6762-3-4. Grams. Alviscar Gold, London.

AND at Alvis, Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. Grams. Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12 Wellesley Ave., W.6. Riv. 1415. [0591

KINGSTON-ON-THAMES.—Sales, Service and Spares.—G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0878

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2674-5. [0653

### AMERICAN CARS

CAMDEN MOTORS.—Buick Dynaflow Roadmaster (1949 model).

CAMDEN MOTORS.—Buick Special Eight 1946 (1949 registered), for details of above see under Buick classified.

CAMDEN MOTORS.—Chevrolet Fleetmaster saloon (1948 model).

CAMDEN MOTORS.—Chevrolet Fleetline saloon, latest production 1950 model, for details of above see under Chevrolet classified.

CAMDEN MOTORS.—Ford V.8 saloon, American right-hand drive model 1947, for details see under Ford V.8 classified.

CAMDEN MOTORS.—Mercury convertible six-seater coupe 1949 model, all electrically operated, for details see under Mercury classified.

CAMDEN MOTORS.—Nash 600, six-seater saloon, right-hand drive model 1947, for details of above see under Nash classified.

CAMDEN MOTORS.—Oldsmobile super de luxe touring saloon 1948 model, with hydramatic clutchless drive, see under Oldsmobile classified.

CAMDEN MOTORS.—Pontiac Streamliner right-hand drive six-seater 1947 model, for details of above see under Pontiac classified.

CAMDEN MOTORS.—Studebaker Champion saloon (1946 model (registered 1948), for details of above see Studebaker classified.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). 27 other post-war American cars in stock (together with nearly 400 cars of other makes. Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [9512

### AMERICAN CARS

SIMPSON'S MOTORS offer:—

1948 Buick Super, radio, heater, American covers, "white walls," low mileage.

1949 Chrysler Plymouth, fitted with heater and seat covers, low mileage, excellent condition.

1948 Ford, American type, left-hand drive radio, heater, seat covers, low mileage.

1948 Studebaker, right-hand drive, 4-door saloon, fitted with extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [9832

### American Cars Wanted

AMERICAN car wanted privately, post-war.—Adams, 685, Durham Rd., Gateshead/Tyne. Tel. 75332. [0423

WANTED, American Ford saloon, model 93A, 1937-8, fullest particulars and price.—J. S. Kaye, White House, Potterton Lane, Barwick-in-Elmet, nr. Leeds. [9050

### ARMSTRONG SIDDELEY

P. & J. PASS & JOYCE, Ltd., offer:—

1949 Armstrong Siddeley 18hp Lancaster saloon, black, one owner, as new.—184, Gt. Portland St., W.1. Museum 1001. [7361

OVERSEAS CARS, Ltd.

1936 30hp Armstrong Siddeley special limousine, one owner, genuine mileage 39,000 odd; £595.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [9312

J. MARSHALL offers:—

1939 Armstrong Siddeley 25hp double enclosed limousine, wide occasionals; £450.

J. MARSHALL, 869, St. Albans Rd., Watford, Herts. Tel. Garston 2369. [9856

TOM GARNER, Ltd., offer:—

1950 Armstrong Siddeley (18hp) 2.3-litre Whitley saloon, blue with blue leather, 6,000 miles.

1950 Armstrong Siddeley (18hp) 2.3-litre Lancaster saloon, black with brown leather, 3,600 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2, Blackfriars 9265-6. [9159

WANSTEAD MOTORS, Ltd., offer:—

1948 Armstrong Lancaster, 22,000 miles, black, heater; £1,125.

WANSTEAD MOTORS, Ltd., Cambridge Park, E.11. Wanstead 1000. [7160

GUY SALMON AUTOMOBILES, Ltd., offer:—

1946 Armstrong Lancaster saloon, exceptional condition; £1,050.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9599

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1939 Armstrong Siddeley 16hp 4-door saloon, finished green with green leather upholstery, immaculate condition throughout; £675. [9695

GORDON CARS (LONDON), Ltd.—1948 Armstrong Hurricane coupe, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe, blue.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [9494

1949 model Armstrong Siddeley Lancaster 4-door saloon, black, brown leather, heater, 15,000 miles only.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-5-4. [9631

CASS'S MOTOR MART.—1939 Armstrong 16 saloon, superb condition, written guarantee.—5, Warren St., W.1. Euston 3523. [6815

ARMSTRONG S. Typhoon saloon, 1947, immaculate; best offer over £1,000.—Harvey Langford, 87, Regent St., W.1. Reg. 5845. [9299

1948 Armstrong Siddeley Typhoon, pre-selector gear box, heater; interior is new; £1,100.—Tel. Seaham, Co. Durham 3234. [8992

EXCEPTIONAL bargain: £275!—1937 Armstrong Siddeley 14hp saloon, taxed December.—A.Z. Motors, Palmerston Rd., N.W.6. Mal. 4725. [9549

1939 Armstrong Siddeley 16 de luxe saloon, excellent, guaranteed, £450; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. [9698

1946 16hp Armstrong Siddeley, in excellent condition.—Offers to The Abbot Investment Co. (1946), Ltd., 1b, Halford St., Leicester. [9006

1947 Armstrong Siddeley Typhoon sports saloon, black, beige upholstery, synchromesh gears, new tyres, spot lamp, a perfect example.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [9637

1946 Armstrong Siddeley drop head coupe, this car is a one owner car, mileage 21,000; £875.—Gavin Fairfax, Ltd., Virginia Water, Surrey. Tel. Wentworth 3154. [9794

£285.—1937 Armstrong 14hp sports saloon, black, brown hide, very clean, good tyres, taxed, attractive.—Bray Motors, 160-164, West End Lane, N.W.6. Hampstead 6490. [8867

325 gns.—Armstrong Siddeley, 1937 model, 17hp de luxe 4-door saloon, green, sliding head., green leather, preselector, very good condition, taxed; terms, exchanges.—Rowland Smith, below:—

225 gns.—Armstrong Siddeley, 1935 model, 12hp sports foursome coupe, black, sliding head, grey leather, preselector, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [9810

1948 (July) Armstrong drop head, black with brown leather, manual gear change, fitted new hood, whole car in beautiful condition; £1,095.—Bell's Service Garages, 144, London Rd., Kingston-on-Thames, Kingston 1165. [9860

HERE'S a proposition.—1947 Typhoon, £10 tax, sports saloon, attractive car, cloth upholstery, fitted covers, speedo. read.ng 19,000 miles, tyres as new, normal gear change; £1,025; exchanges or hire purchase.—Harold Webb Motors, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 0681. [9718

### ARMSTRONG SIDDELEY

GOLDERS Green: R. A. Saunders, Ltd.—1949 Armstrong Siddeley Lancaster 4-door saloon, black/brown leather, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m.-9 p.m. [9678

1937 (April) Armstrong Siddeley 17hp de luxe saloon, blue, blue leather, speedo. reading 56,000, one ownership, quite immaculate and outstanding car; written guarantee; exchanges, terms.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9937

CAMDEN MOTORS.—Armstrong Siddeley 25hp long chassis enclosed limousine, 1935, a full 8-seater equipped with face-forward occasional seats and division, one of the very few pre-war limousines which has never been licensed hackney, condition quite remarkable for its year and entirely original except for interior wood fillets which have just been repolished, excellent coachwork in black and chrome, all tyres practically brand new; mechanical condition equally outstanding as its appearance, genuine moderate mileage; £495.

CAMDEN MOTORS.—Armstrong Siddeley 16hp Typhoon sports saloon, 1948 model, immaculate finish in grey with red leather, heater, manual gears, very fine order throughout; £1,195.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue; nearly 400 cars ready for inspection and purchase; hire purchase; part exchanges; free delivery anywhere in the United Kingdom; purchaser's fares refunded from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9510

A & S LIMOUSINES 1938/25hp, partition, widest occasionals, black, exceptional carriage, certified mechanically, selection from £450.

1939 Long-17 Double Enclosed, widest occasionals, black, certified mechanically, bargain. Seen:—

A. LEE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square, Mayfair-2941. [9248

### Armstrong Siddeley Cars Wanted

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [3545

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

CASH immediately for good Armstrong-Siddeley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9722

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15. [0148

ARMSTRONG SIDDELEY Hurricane coupe in good condition urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 3033-4-5. [0900

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7945. [0601

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0585

WANTED, 1937 or later Armstrong Siddeley 25hp limousine, long chassis, please state price and condition.—Gascoigne, 12, St. Mary's Row, Moseley, Birmingham, 13. [9454

### Armstrong Siddeley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd. Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT MOTORS, preselector gear boxes, exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls, service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT MOTORS, Ltd., 109, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

BIRMINGHAM distributors spare parts from 1932.—Frank Moseley (A. S. & S.), Ltd., The Depot, Steward St., Birmingham, 18. Edg. 0916. [0546

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLYS, Ltd., Cheetham Hill Rd., Manchester, 8, have large stock of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [9602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [1999

### ASTON MARTIN

BROOKLANDS for individuality.

ASTON MARTIN distributors; details of new 2.6-litre; demonstration car available.

BUY or sell your car at

103 New Bond St., London, W.1. Mayfair 8351-6. [9501

LE MANS Aston Martin, 1933-4, complete expert overhaul, exceptionally good condition; £525, or exchange M.G. or Morgan 4-4.—Dann, 15, Blackroor Rd., Sutton Coldfield. Tel. 2615. [9644

1948 (June) 2-litre drop head coupe, 5,000 miles, finished in Alpine blue, trimmed grey hide, light blue carpets, a beautiful car in superb order, very fast and comfortable with perfect road manners, 2,000gns.—Morgan, Moorings, West End, Woking. Tel. Chobham 46 (after 7 p.m.). [9275

### Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002/3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

### Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities, 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0195

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### AUSTIN SEVEN

DICKS CAR SALES offer:—

**1937** Austin 7 nippy sports 2-seater, high performance engine, £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6886-9. [4971

**£250**—1937 Austin 7 Ruby saloon, recellulosed black, very clean condition, excellent runner. —Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9879

**1939** model Austin 7 tourer, exceptional appearance, original cellulose, scarcely marked, good all-weather equipment, recent overhaul (accounts shown); terms and exchanges; £295.

MAKIN & HARRISON (MOTORS), Ltd., 492-6, High Rd., Chiswick, W.4. Chiswick 0568/2619. [8447

ROYS AUTOMOBILES, Ltd., offer:—Three good Austin 7s: '35 Nippy sports 2-seater, £275; 1935 Ruby saloon, £165; 1934 Austin 7 2-seater, £135.—127, Parkway, N.W.1. Euston 2700. [9851

**£275**—Austin 7 Ruby saloon de luxe, 1937, black, 40 mpg, reconditioned engine and steering, thousands of motoring miles still available.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [9623

**265** gns.—Austin 7, 1938 model, Ruby saloon, black, brown leather, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9816

**£210**—Austin 7 2-seater, registered 1936, blue with blue leather upholstery, new hood and side curtains, in excellent condition throughout, a very fine specimen suitable for use in town or country.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [9622

#### Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin 7 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 7s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0834

### AUSTIN EIGHT

J. CORYTON, Ltd.

USUALLY have an 8hp Austin for sale; for details telephone

**139**—149, Fulham Rd., S.W.3. Ken. 1410. [8244

C.M.I. CAR SALES (Pri. 4405) offer:—

**1947** Austin 8 4-door saloon, beige, brown leather upholstery, one owner, immaculate.—Swiss Cottage, Finchley, N.W.3. [5060

**1947** Austin 8 4-door saloon, very nice order; £625. —Below.

**1940** Austin 8, very clean condition, low mileage; £425.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [9847

**1938** Austin 8 saloon; £255.—Kings Motors, 1, High St., Hounslow. Tel. 3532. [9822

AUSTIN 8 ex-Govt., first reg. 1946, ex. condition, colour light grey, £325.—Ashtead Motor Works, Ashtead. Tel. 104. [9710

**1947** Austin 8, black with brown leather, one owner, excellent condition; £650.—G. S. Hall, 302, King St., W.6. Riverside 2881. [9337

**1947** (September) Austin 8 4-door saloon, black and brown, magnificent throughout, taxed; £635.—348, King St., Hammersmith. Riv. 2837-8. [7270

**1946** (reg. Dec.) Austin 8 tourer; £465; excellent condition; or 30 monthly instalments of £18/15/1.—The Cooden Engineering Co., Ltd., Bexhill. Tel. Cooden 600. [9080

**1939** (late type) Austin 8 sun saloon, completely overhauled, interior and exterior really spotless, taxed for year; £445.—Reeves Motors, Grand Parade, Forty Lane, Wembley. Arnold 3004. [9907

**325** gns.—Austin 8 1940 saloon, black, blue leather, on owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9820

#### Austin Eight Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S the Austin 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

I NEED post-war Austin 8 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1286 (day). [0723

CASH buyers of low mileage Austin 8s, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0784

C.M.I. CAR SALES wish to buy good Austin 8 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6806

RAYMOND WAY, the hire-purchase specialists, are still buying Austin 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0835

### AUSTIN TEN

NEWNHAMS, Ltd.

**1947** Austin 10 saloon, black with brown, one owner, exceptionally low mileage; £825.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [9777

**1938** Austin 10 saloon; £345.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [8819

**1938** Austin Cambridge saloon, black, very clean; £395.—Below.

**1939** Austin 10 4-door saloon; choice two; £435.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9547

**1937** Austin 10 saloon, black; £350.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [6701

GATEHOUSE offer 1936 Austin 10 saloon; £330.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [9219

**1939**-40 Austin 10, black, carrying our 3 months' guarantee, £550, terms arranged.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537. Open week-days 9 a.m. to 7.30 p.m. [9910

**1935/6** Austin 10 saloon de luxe, black, excellent condition throughout, fitted loose covers; £320.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [8589

AUSTIN 1935 Lichfield saloon, £198; £99 deposit.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [8915

**1947** Austin 10 saloon, 21,000 miles, good throughout; price, £745.—122, Clifton, York. Tel. 53230. [9468

**1945** Austin 10 saloon, one owner, black and brown, 3 months' warranty; £585.—Haskins, Ladbroke 1155. [8229

**1938** Austin 10, good condition; £355.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221., Mai. 1627. [7014

**£375**—Austin 10 1937, 4-door saloon, excellent cellulose, leather interior, and mechanically good, sliding roof, choice 2; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yards Holland Park Tube.) [9018

ARCHIE SIMONS & Co., Ltd.—1939 Austin 10 Gordon drop head coupe, excellent condition throughout; £495.—94, Gt. Portland St., W.1. Lan. 1343. [9371

**1946** model Austin 10, black with brown leather, one owner, excellent condition; £650.—G. S. Hall 302, King St., W.6. Riverside 2881. [9338

**1947** Austin 10 saloon, black, brown leather, one owner, 15,000 miles.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9105

**1945** (April) Austin 10 de luxe saloon, 100% condition throughout, looks and runs like new; £597/10.—348, King St., Hammersmith. Riv. 2837-8. [7269

**£210**—1936 Austin 10 4-door de luxe saloon, excellent runner, good tyres, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8881

GOLDERS Green: H. A. Saunders, Ltd., offer three 1947 Austin 10 S/R saloons, black/brown, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m.-9 p.m. [9677

**£425**—1939 Austin 10/4 saloon de luxe, exceptional condition, a bargain.—G.P. (Balham) Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [8295

**1947** Austin 10 4-door saloon, exceptionally clean car inside and out, genuine low mileage, really worth inspection; £845.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [7786

WALTER SCOTT, Ltd.—1937 Austin 10 de luxe saloon, black, brown hide, carefully used, excellent condition; £385; exchanges, terms.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [2025

#### Austin Ten Cars Wanted

C
M
THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—297, Euston Rd., N.W.1. Euston 1212. [0953

I REQUIRE post-war Austin 10 urgently.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0724

ROWLAND SMITH'S, the Austin 10 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

CASH buyers of low mileage Austin 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0785

C.M.I. CAR SALES wish to buy good Austin 10 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6807

COWLEY MOTORS require immediately a large number of Austin 10 saloons, 1939 onwards.—Cowley Motors, 475, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [9282

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 10s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0836

### AUSTIN A40

CAR MART, Ltd.

LONDON distributors.

**1949** Austin A40 saloon, radio, heater, 9,000 miles; £1,195.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [9557

H. A. SAUNDERS, Ltd. offer:—

**1949** Austin A40 saloon, black with brown upholstery, 7,000 miles; £1,125.

**1950** Austin A40 saloon, grey with blue upholstery, heater, 6,000 miles; £1,165.

**1950** Austin A40 saloon, grey with blue leather interior, 3,000 miles; £1,225.

**836**—842, High Rd., N.12. Hillside 0024. [9176

McKINNON MOTORS, Ltd., offer:—

**1949** (July) Austin A40 Devon saloon, black, beige leather, heater, taxed Dec., 9,000 miles only, spare unused, in unbelievable brand new condition; £1,150; six months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tels. Wallington 3404. [9194

DAGENHAM MOTORS, Ltd., offer the following cars:

**1950** Austin A40 saloon, burgundy, radio, heater, 10,000 miles.

**1949** Austin A40 saloon, grey, heater, 16,000 miles.

**56**, Park Lane, W.1. Regent 4866; and 374, Ealing Rd., Alperton, Mddx. Perivale 3388. [9577

ROYS AUTOMOBILES, Ltd., offer:—1949 A40 utility, 15,000 miles; £875.—127, Parkway, N.W.1. Euston 2700. [9853

WARWICK WRIGHT, Ltd., offer:—

**1950** Austin A40 Devon saloon, burgundy red, beige leather, radio and heater, 10,000 miles.

**1949** Austin A40 Countryman Estate car, green, brown leather, 11,000 miles.

**1949** Austin A40 Devon saloon, black, brown leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8922

JOE THOMPSON (MOTORS), Ltd., offer:—

JANUARY 1949 Austin A40 saloon, colour green, 18,000 miles, one owner, £975.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [7206

AUSTIN A40 (Dorset), registered April, '49, excellent condition; £945.—12, Church St., Luton 4212. [9886

**1948** (November) Devon saloon, radio & heater, 1 careful user; £985.—Campbell Symonds, Perivale 4456. [5303

**1950** (May) Austin A40, colour black, 250 miles only.—D. S. Ship, Canford Cliffs 79078, offers over £1,200. [9045

GOLDERS Green: H. A. Saunders, Ltd.—1950 Austin A40 s/roof saloon, grey blue, heater, 2,000 miles, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Austin A40 s/roof saloon, green/beige, heater, radio, guaranteed.—144, Golders Green Rd. Spe. 0011. Open 9 a.m. to 9 p.m. [9676

**1949** (April) A40 sunshine saloon, mist green.—Leslie Matthews & Co., 97, Bristol St., Birmingham, 5. Midland 2297. [9094

**£945**—July 1949 Austin A40 Devon saloon, export model, black, beige leather, fitted radio, etc., excellent condition throughout.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [9511

**1949** Austin A40 Devon saloon, mileage 19,000, fawn with beige leather interior, price, £985.—122, Clifton, York. Tel. 53230. [9467

**1949** Austin A40 Devon saloon, beautiful condition, £1,000 or terms.—Robin Wood Garage, Crystal Palace, S.E.19. Sydenham 6500. [7237

**1950** (May) A40 sunshine saloon, 5,000 miles, dark green.—Leslie Matthews & Co., 97, Bristol St., Birmingham, 5. Midland 2297. [9093

**1800** miles.—Austin A40 saloon with heater, covenant free June 7th, dark green, as new; offers.—Warner, West Moors, Dorset. Ferndown 601. [9653

**1949** A40 Countryman attractive rust red 6-seater, 8,700 miles, one driver, showroom condition; £1,075.—William Fromow, Ltd., Chiswick 3432. [9456

**1950** (March) green A40 Countryman, 8,000 miles, unmarked; £1,150.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9862

**1949** A40 grey saloon, heater, sun roof, one owner, £925; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 9635 and 3964. [9799

**1949** Austin A40 saloon, blue, spotless condition throughout; trade enquiries welcomed.—H. C. Paul, Ltd., 32, Bruton Place, W.1. Mayfair 0821-2. [7305

**1950** Austin A40 Devon saloon, 5,000 miles only, indistinguishable from new; £1,175.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7559

**700** miles.—Guaranteed unscratched and as new, June 1950 A40 Austin saloon, black, fitted grey interior, heater; offers.—H. Thomason, St. Mary's Hill, Tenby. Tel. 176. [9651

TANKARD & SMITH, Ltd., offer 1949 Austin A40 4-door saloon in green with beige leather, genuine 20,000 miles, immaculate condition, three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [9083

#### Austin A40 Cars Wanted

T
H
E
CAR MART Ltd.
AUSTIN cars
REQUIRED immediately
MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1
TELEPHONE: Euston 1212 [0957

AUSTIN A40 required privately, no dealers.—Tel. Boughton (Kent) 276. [9450

I NEED Austin A40 immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

**A40** car wanted.—Mac, 12, Brambledown Rd., Wallington, Surrey. 6397. [2367

ROWLAND SMITH'S, the Austin A40 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low mileage Austin A40s; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0786

ALMOST new Austin A40 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0851

C.M.I. CAR SALES wish to buy good Austin A40 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6808

WANTED to purchase, crashed or burnt-out Austin A40 saloon, van or pick-up.—Jarvis Bros., Engineers, Tenterden, Kent. Tel. Tenterden 69. [9061

AUSTIN A40 cars wanted.—Motourists (London) Ltd., are immediate cash buyers of A40s and 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### AUSTIN TWELVE

**1936** Austin 12 saloon, black, in very nice condition throughout, taxed; £350.—MAKIN & HARRISON (MOTORS), Ltd., 492-6, High Rd., Chiswick, W.4. Chiswick 0558-2619. [9755

**1939** Austin 12 Ascot saloon, in superb condition, taxed for year; £525.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [9714

**1947** Austin 12 green saloon, moderate mileage, very good condition; £850.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [8558

ROYS AUTOMOBILES, Ltd., offer:— A 1934 Austin Heavy 12/4 de luxe saloon, condition really good, many extras, and excellent tyres; £325.—127, Parkway, N.W.1. Euston 2700. [7548

**365** ns.—Austin 12, 1937 model, Ascot de luxe 4-door saloon, dark blue, sliding head, blue leather, very good condition, taxed; terms, exchanges; 1st; open 5-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9816

### Austin Twelve Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [9954

CASH buyers of low-mileage Austin 12s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S the Austin 12 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0821

WANTED, Austin 12, 1939 or 1938, bodywork good; purchaser will recondition engine.—63, Barn Way, Wembley. Arnold 7288. [9374

**1937** 6-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Austin 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0835

### AUSTIN SIXTEEN

CAR MART, Ltd.

LONDON distributors.

**1949** Austin 16 saloon, 15,000 miles; £1,140.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [9559

MONTROE MOTORS offer:—

**1936** Austin 16 Westminster saloon; £325.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [8740

DICKS CAR SALES, offer:—

**1949** Austin 16 saloon, one owner, very low mileage; £1,025.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6868-9. [9772

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

**1948** Austin 16hp, colour mist green, brown leather interior, excellent condition throughout; £995.—D. J. Shepherd & Co. (Enfield), Ltd., 436, Hertford Rd., Enfield. Howard 1631. [6267

**1948** Austin 16 saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4634/3406. [9200

AUSTIN 16, choice of two, one owner saloons; 1947 at £825, 1948 at £1,025.—Campbell Symonds, Petvale 3456. [9224

**1948** Austin 16 saloon; £1,065.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [8297

**1946** Saloon, black, mileage 17,000, radio, leather throughout, loose covers, exceptional carriage; £865.

ALPE & SAUNDERS (100 Limousines; Lists posted) Providence Court, Grosvenor Square, Mayfair-2941. [9245

**1938** Austin Goodwood 15.9, sun roof, almost new tyres; £395.—Valley View Garage, Station Approach, Merstham, Surrey. Merstham 2100. [9344

**1948** 16hp Austin saloon, excellent condition throughout.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, W.2. Bayswater 0156-7-8. [9796

**1939** Austin 16 Goodwood saloon, taxed, guaranteed; £425.—25, Sandy Lane North, Wallington, Surrey. Tel. Wallington 4090, or Croydon 4926. [7052

ROYS AUTOMOBILES, Ltd., offer:—1949 Austin 16 de luxe saloon, radio, heater, full leather, low mileage, privately owned; £1,025.—127, Parkway, N.W.1. Euston 2700. [9848

**1946** (Oct.) Austin 16 de luxe sun saloon, finished black, brown leather throughout, disc wheels, good tyres, all round, excellent runner; £795; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [6625a

**1949** (Feb.) Austin 16hp sun saloon, heater, radio, loose covers, 10,000 miles only, taxed year, almost as new; £1,175.—Allery & Bernard Ltd., 372, Kings Rd., Chelsea. Fla 7945.

GORDON CARS (LONDON), Ltd.—1948 (November) Austin 16hp saloon, green-brown leather, radio, one owner only, exceptional order.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9485

**£427** —Ridiculously cheap Austin Special 4-door sports saloon on 16hp chassis, tremendous performance and rare comfort; this vehicle must be seen and driven to be appreciated; registered December, 1937, but performs as well as post-war example; 3 months' guarantee, hire purchase, exchanges.

LAMBS of WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9690

### Austin Sixteen Cars Wanted

AUSTIN 16hp post-war saloons, in good condition, urgently wanted.—J. R. Isvards, Ltd., High St., Ruislip 3033-4-5. [0808

AUSTIN 16 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of all post-war models.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0703

### Austin Sixteen Cars Wanted

THE CAR MART, Ltd.

AUSTIN cars

REQUIRED immediately.

MAKE your enquiries to

AUSTIN House, 297, Euston

ROAD, London, N.W.1.

TELEPHONE: Euston 1212.

[0955

CASH buyers of low-mileage Austin 16s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Austin 16 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0822

### AUSTIN A70 & A90

CAR MART, Ltd.

LONDON distributors.

**1950** Austin A70 Hampshire saloon, radio, heater, 7,000 miles; £1,575.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [9558

BOON & PORTER, Ltd.

**1950** Austin A90 convertible coupe, radio, heater, 10,500 miles; £1,450.

CASTELNAU, S.W.13 (by Hammersmith Bridge). Riverside 4444. [9296

R. C. WIMBUSH, Ltd., offer:—

**4000** miles.—Austin A70 saloon, green, leather upholstery, sunroof, quite unmarked; £1,450.—312, Earls Court Rd., S.W.5. Fremantle 8401. [9355

H. A. SAUNDERS, Ltd., offer:—

**1950** Austin A70 saloon, brown with brown leather interior, 3,000 miles; £1,575.

**836**—842, High Rd., N.12. Hillside 0024. [9182

H. A. SAUNDERS, Ltd., Radlett.

**1949** Austin A70, grey, 12,000 miles.—Radlett 6167. [9941

PHILIP RICKARDS, Ltd., offer:—

**1949** Austin A70, grey, 12,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [9210

McKINNON MOTORS, Ltd., offer:—

**1950** (Jan.) Austin A70 Hampshire saloon, brown leather, sliding roof, heater, 2,800 miles only, not taxed 1951, one owner; £1,575.

ANOTHER, May, 1950, plus radio, 10,000 miles; £1,525.

SIX months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [9015

ACE SERVICE STATION (LONDON), Ltd., offer:—

AUSTIN A90 1950 Atlantic convertible, power operated hood, colour blue, blue leather, radio, heater, 12,000 miles.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5565 (5 lines). [9536

GORDON CARS (LONDON), Ltd.—1949 Austin A70 saloon, 2,000 miles.—Below.

GORDON CARS (LONDON), Ltd.—1949 Austin A70 saloon, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9486

AUSTIN A70 de luxe, 3,600 miles, radio, heater, spotless throughout; South-west; £1,550 or near.—Box 2023. [9392

**1950** Austin A90 Atlantic convertible coupe, blue, blue leather, radio, heater, 11,000 miles, spare unused.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [9632

**1950** Austin A90 convertible (car hood and windows), cream, black leather interior, recorded mileage 6,900, heater, radio.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel.: Denham 2266. [9640

ROYS AUTOMOBILES, Ltd., offer 1950 (May) A70 saloon, radio, heater, taxed, etc., under 4,000 miles; £1,485.—127, Parkway, N.W.1. Euston 2700. [9808

AUSTIN 1949 (Aug.) A70 Hampshire saloon, fitted with radio, heater and loose covers, 11,000 miles; £1,375.—Whitbys of Acton, Ltd., 275, The Vale, Acton, London, W.3.

**1949** series Austin A70, 13,000 miles, sliding roof, radio, heater, taxed year; £1,350.—R. G. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [9623

**1950** Austin A90 convertible coupe, black with light tan upholstery, power operated hood, small mileage, radio and heater, in new condition throughout, six months' guarantee.—Henlys, Ltd., The Square, Bournemouth. Tel. Bournemouth 6314. [8326

AUSTIN A90 convertible, new May, 1950, 2,600 miles, genuine mileage, only used a few times owing to ill health, power operated hood and windows, radio; wanted in part exchange, A70 Hereford, or Humber Hawk saloon; seen Reading.—Box 1975. [9042

**£1615**—1950 model (Dec., 1949) Austin A90 Atlantic convertible coupe with power operated hood and push button operated windows, radio and heater, immaculate cream finish, looks like brand new inside and out, and is definitely one of the very finest Atlantics we have ever seen, recorded mileage 9,500 but condition would indicate under 5,000 miles, spare as yet unused.

CAMDEN MOTOR, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded from any part of the country. Showrooms open till 9 p.m. from Monday to Saturday. [9514

### AUSTIN EIGHTEEN

CAR MART, Ltd.

LONDON distributors.

**1939** Austin 18 Ivor 7-seater limousine, 15,000 miles; £1,275.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [9560

NOV. 1935 Austin 18 Tickford saloon, long wheelbase, one owner, engine recently overhauled, space required, must sell; £250.—Blue Star Garage, 637, Finchley Rd., N.W.3. Ham. 2254.

AUSTIN 18 1935 7-seater Gordon, occasional seats face forward, driver's partition, bodywork and interior reconditioned, engine and chassis good; price, £525.—Reuben Thompson, Ltd., Queen's Rd., Sheffield. [9004

**1937** Austin 18 7-passenger limousine, partition, forward seats, black, brown leather, one owner since new.—R. C. Mortlake, 253, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30. Arnold 4604. [6561

AUSTIN 18 1939 model (first registered 8th December, 1938), Ivor limousine with division, face forward seats, leather throughout, black and brown, in excellent condition; £825.—Colton's Car Sales, Maida Vale 8134 and 7853. [7169

PRIVATELY owned, one owner, 1939 (June) 7-passenger Austin 18 Windsor saloon, face-forward occasionals, leather throughout, nearly new tyres, good batteries, twin mellow-tone horns, etc., whole car in immaculate condition, R.A.C. or A.A. inspection invited; £725, or offer.—Webb, 2a, Bradslaw Rd., Watford, Herts. Wat. 5092, 10 a.m.-6 p.m. [9637

A & S Seven-seater 1937/38/1939 Saloons, also partioned Limousines, extensive selection, leather, black, certified mechanically. Seen:—

ALPE & SAUNDERS (100 Limousines; Lists posted) Providence Court, Grosvenor Square, Mayfair-2941. [9244

### Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0956

ROWLAND SMITH'S, the Austin 18 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0824

7-Passenger 1937/38/39 required, also Norfolk Saloons, good order essential, cash waiting. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941.

### AUSTIN TWENTY

AUSTIN limousine, 1936, 7 seats, Flewitt body, taxed; £300.—Laithwaites, 13, Eccles Old Rd., Salford. Tel. Pendleton 1414. [8065

A & S LIMOUSINES 1937/1938 Mayfairs, partition, widest occasionals, leather, black, exceptional, delightful condition carriages. Seen:—

ALPE & SAUNDERS (100 Limousines; Lists posted) Providence Court, Grosvenor Square, Mayfair-2941. [9245

### Austin Twenty Cars Wanted

ROWLAND SMITH'S the Austin 20 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0825

7-Seater Limousines 1937/38/39—also 28hp—details please. Alpe & Saunders, Providence Court, Grosvenor Square, Mayfair-2941. [9268

### AUSTIN TWENTY-FOUR

ROUNDABOUT offer:—

**1937** Austin Mayfair 24hp 7-seater, in really first-class order throughout, must be seen to be believed; £695.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [9174

### AUSTIN A125 and A135

CAR MART, Ltd.

LONDON distributors.

**1950** Austin A125 Sheerline saloon, 13,000 miles; £2,150.

**1950** Austin A135 Princess saloon, 6,000 miles; £3,750.—Car Mart, Ltd., 297, Euston Rd., N.W.1. Euston 1212. [9561

TOM GARNER, Ltd., offer:—

**1950** Austin A125 Sheerline saloon, black with fawn leather, 3,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 8204-6. [9160

BROOKLANDS for individuality.

**1949** Austin Sheerline saloon, black, fitted radio, speedometer reading 6,000.

BUY or sell your car at

**103**, New Bond St., London, W.1. Mayfair 8351-6. [9302

GUY SALMON AUTOMOBILES, Ltd., offer:—

**1950** Austin Sheerline, black, 5,000 miles.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [8417

AUSTIN Sheerline (May, 1950), as new, best off.—Roydre, Uxbridge Rd., Feltham. [9885a

**1950** Austin Princess saloon, black, 5,000 miles; £2,650.—G. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051.

**1949** Austin Sheerline saloon, immaculate condition, £1,895.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [8217

AUSTIN Sheerline, grey, March, 1950, most perfect condition throughout, no expense spared in upkeep, 11,000 miles; offers over £2,000.—Eden, 125, Park Rd., Aston, B'ham. East 1206. [8080

**1949** Austin Sheerline (Nov., '49), silver with grey hide, low mileage; exchanges and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [9040

**1949** Austin Sheerline, black with grey leather, radio, heater, 16,000 miles, taxed year, any inspection and trial; nearest offer to £1,975.—E. W. Stone, Ltd., Station Garage, Bradford-on-Avon, Wilts. Tel. 3215. [9085

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### AUSTIN A125 & A135

TANKARD & SMITH Ltd., offer 1949 Austin A125 Sheerline saloon in black with beige leather, speedometer reading 4,000 miles; whole car in showroom condition throughout; fitted radio and heater; £2,225; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [9084

### Austin A125 and A135 Cars Wanted

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Austin Sheerline and Princess cars.—297, Euston Rd., N.W.1. Euston 1212. [0552

### AUSTIN MISCELLANEOUS

1946 Austin 8 4-seater utility, detachable seats; £575. Also:—

1949 Austin Sheerline saloon, black, beige upholstery; £1,900.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9357

£215.—1935 Austin Greyhound sports saloon, black, green interior, very clean condition, excellent runner, taxed, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9881

TANKARD & SMITH Ltd., offer the choice of many Austin 8s, 10s, 12s and higher horse-power limousines from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0574

### Austin Miscellaneous Cars Wanted

R

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0926

C. G. NORMAN & Co.,

AUTHORIZED Austin retailers are buyers of low-mileage Austin cars of any horse-power.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

WE wish to purchase post-war Austins, all models.

BROWN & MALLALIEU, Ltd., General St., Blackpool. Tel. 22322. [9845

AUSTINS wanted.—Smith's, 86 Chalk Farm Rd., N.W.1. Gul. 2767. [0822

ALL models Austin, post- or pre-war, urgently required providing nice condition.

ERIC HAYES, Ltd., 22, Conduit Mews, Hyde Park, W.2. Tel. Paddington 0289. [9555

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [9839

RAWLINGS BROS., Ltd., 67a, Cromwell Rd., S.W.7. Frobisher 6161, are buyers all types post-war Austins. [0416

BRITISH & COLONIAL MOTORS, Ltd., require good Austin cars.—Upper St. Martin's Lane, W.C.2. Tem. 3586. [9429

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 235. [0641

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Austin retailers, require cars in first-class condition. Mayfair 5242. [0812

APPROACH us first before disposing of your Austin car.—Tankard & Smith Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [9605

1938-39 Austin 10 or 12 required; must be clean and genuine, mileage stated.—Wilsons, 16, Trinity Gdns., S.W.9. Brixton 4011. [0513

### Austin Spares and Service

NORMAND, Ltd.

MODERN equipment handled by a skilled staff ensures good service.

NORMAND, Ltd., 405/9, King St., W.6. Riv 3665. [0226

C. G. NORMAN & Co.

AUTHORISED Austin retailers.

SPARE parts and components in stock.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

THE CAR MART, Ltd.

LONDON distributors, spare parts for all models, cars and trucks.

THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9 (Hendon 6500); and at 16, Uxbridge Rd., Ealing, W.5 (Ealing 6717). [0160

IF it's Austin spares try Sands, the Austin People. Burnham, Bucks 84. [0305

FOR Austin mudguards, running boards, 1931-9.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0382

BARKERS MOTORS (LONDON), Ltd. Tel. Balham 6666 for Austin spares, sales and service.—209, Balham High Rd., S.W.17. [0524

AUSTIN 7 spares, any year, any part, largest stockists in U.K., exchange units.—Try Northwood's first. 45-47, Newington Causeway, S.E.1. Hop. 2852, 2820.

NEW gears, suitable 7-10hp. etc.; reconditioned exchange gear boxes; repairs; trade discount.—Tarrant & Fraser, 10, Winchester Mews, N.W.3. Pri. 2647. [0198

BROCKHURST GARAGE.—Harrow agents for Austin, sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0203

AUSTIN spares and vehicle parts, new and replacement units from the largest stock in South London; free delivery in many areas.—Wimbledon Motor Works, Ltd., 29, High St., S.W.19. Wim. 0123. [0414

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock; repairs and service to Austins exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0184

### BENTLEY (3½ & 4¼-litre)

A

C

E

SERVICE STATION, offer:—

1950 Bentley, Park Ward, power operated drop head coupe, grey, grey hide, carrying balance of maker's guarantee.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [9535

### BENTLEY (3½ & 4¼-litre)

H

R

H. R. OWEN, Ltd.,

17, Berkeley St.

GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.

PROUD Members of the Swain Group.

A NATIONAL Motoring Organisation.

1936 Bentley 3½-litre saloon S.R. by William Arnold, colour black with brown leather upholstery, O/S mounted spare with cover, bumper to front. Ref. H.5744.

1937 Bentley 4¼-litre sports saloon S.R. by Park Ward, colour black with blue hide upholstery, radio, S/mounted aerial, spot lamp, discs, rear mounted spare wheel. Ref. H.6428.

1937 Bentley 4¼-litre sports saloon S.R. by Park Ward, colour black, with blue hide upholstery, spot lamp, twin horns, reversing light, rear mounted spare wheel with cover, full bumper to front, quarter bumpers to rear. Ref. H.6895.S.

1939 Bentley 4¼-litre overdrive saloon, S.R., by Park Ward, colour black with red hide upholstery, radio with roof aerial, twin horns, spot lamp, overriders to bumpers, spare wheel with cover. Ref. H.6489.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase; please write or 'phone for details to:—

H. R. OWEN, Ltd.,

17, Berkeley St.,

LONDON, W.1.

TEL.: Mayfair 9060. [9168

FOX

OFFICIALLY appointed Rolls-Royce and Bentley retailers; special retailers of H. J. Mulliner coachwork, have a special display of completely reconditioned Mark VI Bentley saloons of all years, including the undermentioned:

1949, metallic grey, maroon leather, low mileage.

1948, grey, maroon leather.

1948, black, beige leather.

1948 James Young 2-door saloon, black.

1947, silver blue and black, blue leather.

1947 Freestone & Webb 4-door saloon, black, grey cloth.

H. A. FOX & Co., Ltd., 3-5, Burlington Gardens, Old Bond St., London, W.1. Tel. No. Regent 7687.

FOX [9171

RIPPON.

RIPPON.

RIPPON BROS., Ltd.

NORTHERN Bentley specialists.

1948 Mark VI standard saloon, pearl grey with blue leather upholstery.

1948 Mark VI standard saloon, black with blue leather upholstery.

1947 Mark VI standard saloon, black with beige leather upholstery.

1937 4¼-litre 4-door sports saloon by Thrupp & Maberly, black with blue leather upholstery.

1934 3½-litre 4-door sports saloon by Park Ward, black with brown leather.

FOR further particulars contact the largest Bentley distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds & Sheffield. [0906

PARK WARD & Co., Ltd.,

OFFICIAL Bentley Retailers.

OFFER slightly used Bentley Mark VI cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0685

R. C. MORTLAKE offers:—

1934 Rolls-Bentley 3½-litre foursome drop head coupe by Park Ward, exceptionally fine condition throughout.

1937 4¼-litre razor-edged sports saloon, Freestone and Webb, known mileage.—R. C. Mortlake, 255, Kensal Rd., London, W.10. Ladbroke 3155, after 6.30 Arnold 4604. [7473

BROOKLANDS for Individuality.

1948 Bentley Mark VI standard saloon, black, speedometer reading 14,000 miles.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [9503

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Bentley cars.

1948 (Nov.) Mark VI Bentley Standard steel saloon, speedometer reading 38,000 miles, black, beige upholstery, in beautiful condition throughout.

1948 (Feb.) Mark VI Bentley Standard steel saloon, speedometer reading 20,000 miles, colour black, beige upholstery, in immaculate condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6042 (5 lines). [8355

SWANMORE CAR SALES, Boscombe.

1938 Bentley 4¼ saloon by Van den Plas, just recellulosed black, at cost of £150.

1936 Bentley 4¼ sports saloon by James Young, silver grey.

EXCHANGES and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [9091

### BENTLEY (3½ & 4¼-litre)

C

M

CAR MART, Ltd.

1948 Bentley Mark VI steel saloon, 15,000 miles; £5,500.

1947/8 Bentley Mark VI steel saloon, 12,000 miles, £5,250.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9562

JACK OLDING OF MAYFAIR offer

1949 Mark VI Bentley standard saloon, black, with beige leather, 13,000 miles.

1949 Mark VI Bentley standard saloon, finished two shades of grey, light blue leather, 33,000 miles.

1949 Mark VI Bentley special foursome drop head coupe with power-operated head by Abbotts of Farnham, mistletoe green, 19,900 miles.

1948 Mark VI Bentley standard saloon, finished black with brown leather.

1948 Mark VI Bentley saloon by Freestone & Webb, black with brown leather.

1939 4¼-litre Bentley (overdrive) 2-door fixed head coupe by Park Ward, black with beige leather upholstery, only 43,000 miles.

1936 4¼-litre Bentley saloon by H. J. Mulliner, black with brown leather.

1935 3½-litre 2-door saloon by Gurney Nutting, black with maroon leather.

DELIVERY of new and used cars quoted on application.

AUDLEY House, North Audley St., W.1. Mayfair 5242. [9174

WARWICK WRIGHT, Ltd., offer:—

1948 Bentley 4¼-litre standard sports saloon, blue, buff leather, 28,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8916

H. M. BENTLEY & PARTNERS, Ltd.

1937 (May) 4¼-litre Bentley Barker sedanca coupe de ville, black with brown hide interior, 61,000 miles only, Bentley history; £2,100.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [8390

MASCOT MOTORS, Ltd., offer the following:—

1936 (Dec.) 4¼-litre H. J. Mulliner sports saloon.

237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1251-2. [9336

LARGE stock of 3½-4¼ Bentley cars for disposal.

H. R. OWEN, Ltd., 17, Berkeley St., W.1. Mayfair 9060 (10 lines). [0096

COOMBS & SONS (GUILDFORD), Ltd., offer:—

1948 Bentley Mark VI steel saloon, all 1951 engine modifications, 73,000 miles only; £4,895.

1935 (Dec.) Bentley 3½-litre Park Ward saloon, being rebored as this advt. goes to press; £1,525.

1937 Bentley 4¼-litre drop head coupe, H. J. Mulliner, resprayed and reconditioned; £1,895.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [8821

R. C. WIMBUSH, Ltd., offer two attractive Bentleys:—

1937 Bentley 4¼-litre special saloon by Park Ward, immaculate order throughout; £1,875.

1936 Bentley 4¼-litre 4-seater drop head coupe by Gurney Nutting with disappearing hood, quite the most attractive car offered, one owner, low mileage, checked over by makers in 1949, receipts shown; £1,825.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [9354

BELLS SERVICE GARAGES offer the following Bentleys:—

1936 (June) 3½-litre sports saloon Bentley by Park Ward in oyster grey with pale blue leather interior, at the moment undergoing complete engine overhaul; £1,725.

1936 (December) 4¼ Bentley 4-door sports saloon by Mulliner, black with chrome waistline, completely reupholstered in fawn hide; £1,695.

1934 Bentley 3½ drop head coupe by Freestone & Webb, blue with grey hide interior, new hood, in very good condition for year; £1,250.

1935 3½-litre Bentley sports saloon by Thrupp and Maberly, black with grey leather, paintwork and mechanical condition in beautiful order; £1,575.

1934 Bentley 3½ drop head coupe by Barker, with large Continental type trunk on rear, fitted new hood and tyres, colour red and black, £200 spent at Bentleys in 1950, a most attractive car; £1,250.

BELLS SERVICE GARAGES, 144, London Rd., Kingston-on-Thames. Kingston 1165. [9865

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1937 Bentley 4¼-litre 4-light 4-seater drop head coupe, by Young of Bromley, parallel opening doors, finished black, recent engine overhaul, excellent order; £1,950.

1936 Bentley 3½-litre 4-door saloon, by Gurney Nutting, finished black, with red leather upholstery, superb condition; £1,650. [9691

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—

1949 Bentley Mark VI standard steel saloon, black, blue leather, 1 owner, 14,000 miles only, as new; £5,750.

18, Berkeley St., W.1. May. 6266.

SERVICE Works & Stores, 12, Wellesley Ave., W.6. Riv. 1413. [9418

1947 Mark VI Bentley standard saloon, colour black with brown leather; Bentley maintained, cheauffeur-kept; one owner; £4,450.—Below.

1932 4½-litre Bentley 2-door fixed head foursome coupe, excellent mechanical condition, body fair; £295.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [9170

1936 (Aug.) 4¼-litre Bentley Vanden Plas saloon, over £500 spent with makers, receipt shown, two spare wheels, discs, bumpers, etc., view.—36, North Audley St., W.1. [9749

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### BENTLEY (3½ & 4¼-litre)

J
B

JACK BARCLAY, LIMITED.

LARGEST Official Retailers of Rolls-Royce and Bentley.—Stock list of used models on request to

12-13, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0067

1939 Park Ward 4¼-litre overdrive 4-door black Saloon, boot, leather, excellent throughout, good history, reasonable cost.—Alpe, Providence Court, Grosvenor Square, W.1. [9240

1938 series Bentley 4¼-litre sports saloon by Rippon, registered Nov., 1947, grey with blue upholstery; price £1,750 for quick sale.—R. W. Estill, 124, Clifton, York. Tel. 53230. [9465

BENTLEY Mark VI, delivered 1948, standard steel saloon in immaculate condition, black with grey leather, all modifications, condition as new throughout, price £4,650.—For further details apply Grose, Ltd., Northampton. Tel. 4540 [7305

1948 (April) Mark VI Standard saloon, black, brown, immaculate, passed by makers and fully modified to date recently (proof available), perfect throughout; best offer; (dealers, please do not waste your time, or mine).—Box 1972. [9040

1939 Bentley 4¼ overdrive drop head coupe, Park Ward show model, immaculate condition, fitted travelling trunk; also 1935 3½ Bentley sports saloon, very attractive; would exchange smaller car, cash adjustment.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [9873

1934 Bentley 3½-litre sports saloon, black with green upholstery, fitted radio, complete chassis overhaul recently (bills available, £800), perfect mechanical condition, one of the best and fastest 3½ Bentleys made, any trial. £1,250. R. Law, The Garage, 63 Artisan View, Sheffield, 8. Tel. 50729. [8997

£1295.—A car of character, 1935 Bentley 4-door sports saloon, by Park Ward, modern looking to a very definite degree, bodywork in most attractive duo grey with sumptuous leather upholstery, whole interior immaculate in every detail, latest type H.M.V. push-button Radiomobile, interior heater, windscreen and rear window de-misting, P100s, Bosche, spots, detachable wheel spats similar to current model, steel gravel deflectors, etc., etc., of the car's mechanical condition we cannot speak too highly, the performance cannot fail to delight even the most critical of Bentley or similar enthusiasts, guaranteed by us in writing.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue; nearly 400 cars ready for inspection and purchase; hire purchase; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9501

### BENTLEY (other than 3½ & 4¼-litre)

BENTLEY 3-litre Red Label 4-str. sports tourer, excellent condition, recently overhauled; £450.—Box 2003. [9122

1932 blown Bentley 4½-litre, this is the last Bentley made by the old Bentley company, it has a drop head coupe body which is the perfect open or closed motor car; price £500.—G. Tetlow, 124, Harehills Lane, Leeds. [9701

1924 3-litre Red Label short chassis Bentley, Vanden Plas open 4-seater aluminium body, engine and body in good condition.—Apply Messrs. G. W. S. Burdett & Co., Ltd., Eastgate, Peterborough. Tel. Peterborough 4871. [8353

SPECIAL 4½-litre, rebuilt and reregistered H.M. Bentley 1938, regardless of cost, particularly attractive touring body, very good all-weather equipment, new tyres, P100 head lamps, twin wind tone horns, pass lights, extras, this is a really beautiful car, regretfully must be sold; £695. Tel. Willesden 2420. [9804

SUPERCHARGED 4½-litre Bentley 1931, special short coupled 4-seater body, Brooklands and fold flat windscreens, many extras, 105 m.p.h., this is a very well-known car, which has always been well maintained; £595.—Metcalfe & Mundy, 13a, Adam and Eve Mews, Kensington High St., London, W.8. Western 4795. [9590

3-litre Red Label 16hp Bentley, drop head foursome body, built 1949, chrome radiator, P100 headlamps, 18in wheels, excellent tyres include two brand new Goodyears, one of the prettiest cars on the road, all reasonable offers considered, owner has bought 4½.—Shipton, 4, Vicarage Rd., Edgbaston, Birmingham; office hours Central 2427; evenings Edgbaston 0204. [9615

### Bentley Cars Wanted

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OUR demand is urgent.

OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies. London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0515

C
M

THE CAR MART, Ltd., wish to purchase Bentley cars.—320, Euston Rd., N.W.1. Euston 1212. [0958

A

BENTLEY

CAR specialist for over 20 years wishes to purchase pre- or post-war Bentleys in good condition; urgently wanted, 1946-7-8 Mark VI standard saloons.

R. S. MEAD (SALES), Ltd., 42, Queen St., Maidenhead. Tel. 3431/2. [5821

J MARSHALL.

WANTED.—Bentley 3½- and 4¼-litres, all types of coachwork, any condition; immediate cash settlement.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [0487

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CLARKE & SIMPSON want only the best examples from 1934 onwards.—73-79, Cadogan Lane, S.W.1. Slo. 4727. [8179

### Bentley Cars Wanted

TO Bentley and Rolls-Royce owners.

WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12/13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0770

BENTLEY Mk. VI and 4¼ (pre-war) saloons urgently required.

NEWCASTLE (STAFFS) MOTOR Co., Ltd., Brunswick St., Newcastle, Staffs. Tel. 66266/7/8. [8030

BENTLEY Mark VI wanted privately.—Adams, 685, Durham Rd., Gateshead/Tyne. Tel. 75532. [0423

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. [0540

PRIVATE purchaser requires 1938-39 4¼-litre four-door saloon from private owner, history and particulars.—Box 1951. [8891

THE BASINGSTOKE MOTOR Co. wish to purchase 3½- and early 4¼-litre models; fair price offered.—By-Pass Road, Basingstoke [0654

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0062

BENTLEY 4¼ saloon required 1936/39 must have good history and open to R.A.C. inspection.—Allen, 9, Cambray Court, Cheltenham. Tel. 52330. [8025

ADVERTISER wishes to place order for new Bentley Mark VI steel sports saloon, subject to an early delivery, or March 31st, 1952, latest.—Box 2002. [9120

WADHAM BROS., Ltd., leading special retailers, wish to purchase good pre- and post-war Bentley and Rolls-Royce cars.—Banister Road, Southampton 2991/5. [9175

RIPPON BROS., Ltd., the Northern Bentley specialists, special retailers and repairers, wish to buy small mileage Mark VI Bentleys.—Huddersfield 6340 (5 lines). [0807

3½ and 4¼ Bentleys urgently required, pre- or post-war, cash or exchanges.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [9092

WE require all types of Bentley cars, especially the post-war Mark VI standard saloons; send particulars to: R. C. Wimbush, Ltd., 312, Earl's Court Rd., S.W.5. Fremantle 8401. [9356

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Bentley and Rolls-Royce retailers, are interested in the purchase of Bentley cars in first-class condition. Mayfair 5242. [0813

BENTLEY required with semi-sporting coupe type body, perfect condition throughout essential; not more than approximately 2 years old.—Clayton, Evergreen, Old Lane, Bramhope, Nr. Leeds. [8666

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1., May. 6266. Service, works and stores, 12 Wellesley Ave., W.6. Riv. 1413. [0592

GENUINE (guaranteed) private buyer requires late, low mileage, Mark VI Bentley; please forward, in confidence, full details; telephone and/or personal callers after 10/6/51.—"Courtlands," New Forest Lane, Chigwell. Buc. 3880. [9041

### Bentley Spares and Service

JACK BARCLAY, Ltd.,

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266

SPARE parts

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0593

MERCHISTON MOTORS, specialists for Bentley and Rolls-Royce.—Works Director, Wilkie Wilkinson, 12-13 Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785. [7206

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [6353

### B.M.W.

DICKS CAR SALES offer:—

1936 B.M.W. drop head foursome coupe, bills here £200 overhaul; £395.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [3804

1937 B.M.W. 1½-litre type 34 drop head saloon, colour British racing drivers' green, brown leather upholstery, engine newly overhauled, taxed year; 599gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [9950

£375.—1936 2-litre B.M.W. foursome drop head coupe, green, hide interior, good hood, this is a rare offer and should not be missed, taxed.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9883

### BOND MINICAR

BOND Minicar, 1950, 3,100 miles, perfect; £260.—Ewell 3351. [9474

### BRISTOL

U M Ltd.

UNIVERSITY MOTORS, Ltd., Joint Distributors London, Home and Eastern Counties; also Berks, Beds and Bucks.

UNIVERSITY MOTORS, Ltd., Stratton House, 80, Piccadilly W.1. Gro. 4141. [0168

A.F.N., Ltd.

1949 Bristol Type 400 saloon, royal blue, heater, Radiomobile, opening rear window.

1948 Type 400 saloon, metallic green, heater, Radiomobile, one owner, immaculate appearance.

FALCON Works, London Rd., Isleworth, Middlesex (Hounslow 0011.) [5004

### BRISTOL

KEVILL DAVIES & MARCH, Ltd.

OFFICIAL Bristol retailers.

41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

CHARLES CRUICKSHANK MOTORS, The Centre, Bristol. Tel. 25280.—Distributors in the West for Bristol cars. Details and catalogues on request. [0490

ANTHONY CROOK offers used Bristols.—Type 400, 401 and 402; all cars offered by us have been thoroughly checked over in our specially equipped works by trained staff specializing in Bristol cars since their inception; all spares, reconditioned engines, and other units in stock ready for immediate fitting to all models; the advantages of dealing with leading distributors will be obvious; write or tel. for full details, catalogues, reprints, etc.—Anthony Crook Motors, Ltd., Caterham Hill, Surrey. Tel. Caterham 2232-3. [6343

### Bristol Cars Wanted

BARTLETT, the Bristol buyers.—27a, Pembridge Villas, W.11. Bayswater 0523. [9332

BRISTOL 401 wanted privately.—Adams, 685, Durham Rd., Gateshead/Tyne. Tel. 75532. [0424

A.F.N., Ltd., will purchase or accept in exchange Bristol cars.—Falcon Works, London Rd., Isleworth, Middlesex. [0476

ANTHONY CROOK purchases used Bristols on sight for cash.—Anthony Crook, leading Bristol distributors.—Caterham Hill, Surrey. Tel. 2232/3. [5049

### Bristol Spares and Service

UM. Ltd.

UNIVERSITY MOTORS, Ltd., Bristol distributors, 7, Hertford St., Mayfair, W.1. Grosvenor 4141.

### B.S.A.

MONTROE MOTORS offer:—

1938 B.S.A. 10 coupe, sun roof, excellent condition; £325.

1939 B.S.A. 10 sports 2-seater, red; £345.

1934 B.S.A. 10 saloon, exceptional; £225.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [8741

1936 B.S.A. 10 sports, overhauled, perfect; £225.—Tel 334 Basildon, Billericay, after 7. [9384

B.S.A. Scout 1937 10hp coupe, black with red leather, excellent condition, economical running; bargain, £220.—Radclyffe, Avebury, Marlborough, Wilts. [9118

295gns.—1938 (August) 10hp open 4-str., black, £70 overhaul; private owner.—Edge, Sunnybank, Aston-on-Clun, Craven Arms, Shropshire. (Tel. 3174). [9484

£195 or by instalments (£96 deposit).—1936 B.S.A. Scout 4-seater, free 12 months' 3rd party insurance, 3 months' written guarantee.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 8532. [9715

295gns.—B.S.A. Scout 1938 10hp Series 5 2-seater, red, maroon leather, £50 overhaul, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9819

### B.S.A. Cars Wanted

R

ROWLAND SMITH'S the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying B.S.A.s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0839

### B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733. [0144

SPARE parts for 10hp and 12/6 fluid flywheel models. —Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0641

### BUGATTI

£525.—Full roller bearing, supercharged, 8-cylinder Grand Prix Bugatti, E.N.V. racing gear box, new wheels, racing tyres, exceptionally fast and ready for immediate racing.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After six, Tulse Hill 4755. [8600

### Bugatti Spares and Service

J. LEMON BURTON, Bugatti service, 55, Netherwood St., N.W.6. Maida Vale 1331. [0071

### BUICK

SIMPSON'S MOTORS offer:—

1948 Buick Super, radio, heater, American covers, white walls, low mileage; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8891-2. [6291

LIMOUSINE 1937 roomy 8-seater; £750. — Lawton Goodman, 135, Cricklewood Broadway, N.W.2. [5644

BUICK Dynaflow Roadmaster, genuine 1949 model, probably the most attractive and certainly the most costly saloon of its year produced by this company, superb 6-seater body immaculately finished in metallic maroon with latest type heavy chromed frontal appearance, beautifully upholstered in grey broadcloth, American loose covers, equipped with every luxury, radio, heater, separate de-icing and de-misting, push button hand brake release, traffic blinkers, latest type Pilot centre instrument panel, automatic door lights, etc., the Hydra-matic clutchless drive gives a performance which must be experienced to be appreciated and the whole mechanical condition will more than satisfy the most critically minded motorist, see below.

BUICK Special 8 31hp super de luxe saloon, 1946 model, registered 1948 (£10 tax), full 6-seater body with all the usual features, new look front, wide chromed waistband extending full length of body, metal gravel deflectors, curved rear window, heater, radio, flashing direction indicators, automatic door lights, map lights, de-mister, de-froster, etc., excellent order throughout.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); 27 other American cars in stock, together with nearly 400 cars of other makes; write for post-free catalogue; hire purchase; part exchanges; free delivery anywhere in the United Kingdom; fares refunded from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9506

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### BUICK

**£395**—Buick, one owner, 3/4-seater, fixed head, very smart.—Potter & Richards, Kensington 6955. [7891

**1939** Black Buick saloon, perfect running order, taxed year; £585, or near offer.—Jackson, Ruislip 5550. [9063

**1935** Buick N.A. series maroon saloon; 195gns.—h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [9798

**1937** Buick, 45,000 miles, colour grey, like new, leather interior; £550.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [9190

BUICK 30.6hp medium saloon NA series 60, in faultless condition, very economical on petrol, spare engine, crown wheel and pinion included; £550.—St. Mary's, Cowden Pound, Edenbridge, Kent. [9700

**1947** Buick super 8 saolon, black, radio, heater, low mileage; exchanges and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [9087

**A & S** LIMOUSINE 1939 Double Enclosed, widest occasionals, black, meticulously maintained, exceptional throughout.

7-passenger 1938 Coachbuilt 4-door Saloon, sensible occasionals, leather upholstery, capacious boot, hydraulic jacks, lavishly equipped, exceptionally attractive (ideal Continental touring) reasonable cost. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [9241

### Buick Cars Wanted

CASH immediately for good Buick.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9724

BRITISH & COLONIAL MOTORS, Ltd., require good Buick cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9430

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Buick from 1937 onwards. Wembley 8691-2. [0664

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0456

COWLEY MOTORS require a 1938 Buick 31hp saloon, condition immaterial.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [9283

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1.—Regent 7121. [0304

### Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

### CADILLAC

JOE THOMPSON (MOTORS), Ltd., offer:—

**1950** Cadillac coupe de Ville.

**1949** Cadillac saloon, colour black, ohv engine, hydramatic drive, 8,000 miles, one owner.

CADILLAC saloon, colour green, hydramatic drive, one owner, first reg. March, 1946.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. 9265

**1939** Cadillac 60 special saloon; this magnificent and luxurious car can only be described in appearance, condition and design as equal to post-war throughout, paintwork and heavy chrome without blemish, and mechanically impossible to fault; black cellulose with attractive tartan upholstery, radio, taxed; any inspection or trial welcomed; £1,250; exchanges, terms.—Potter & Richards, Kensington 6955. [8875

### Cadillac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Cadillac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9431

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Cadillac from 1937 onwards. Wembley 8691-2. [0665

ROY GALWAY, Ltd., 21, Farm St., Berkeley Sq. (Grosvenor 4747), urgently desire to purchase modern American cars. [0457

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House, Albemarle St., London, W.1. Regent 7121. [0004

### Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0012

### CHEVROLET

CHEVROLET Fleetmaster 6, series MK 1948 model, an immaculate 6-seater touring saloon beautifully finished in black with super modern lines and frontal appearance curved type rear window, sumptuous fawn upholstery, Tygan multi-plaid loose covers, built-in push-button radio with variable tone control, ultra smart instrument panel, demisting, automatic door lights and all the other usual refinements; in the mechanical sense this Chevrolet is one of the most outstanding post-war American cars we have ever handled, steering, braking, acceleration and general performance being everything that the discerning motorist can possibly ask for; the car is guaranteed by us in writing, and is open to any test, trial or examination by A.A., R.A.C., or similar authority.—See below.

MAY, 1950, Chevrolet Fleetline 6-seater saloon, latest production model with all up to the minute features and refinements, an elegant and gracefully designed ultra modern looking car yet combining that degree of dignity that is now in favour in American automobiles, immaculate steel grey bodywork, latest type frontal appearance with air intake vents between grille mouldings, upholstery in grey broadcloth which literally does look like brand new, instruments are all centralised in one clock form panel with separate controls for air conditioner, demisting and deicing; so far as mechanical condition is concerned the speedo reading of 8,000 miles is understood to be absolutely genuine, the late owner has maintained the car with expense as a secondary consideration, and it is in every sense an immaculate specimen in condition to give a lasting period of magnificent motoring.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Twenty-seven other post-war American cars in stock, together with nearly 400 cars of other makes; write for post-free catalogue; hire purchase, part exchanges, free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9505

CHEVROLET 1949 de luxe 4-door saloon, 30hp, 24,000 miles; new condition; heater, seat covers, trafficators, etc., left-hand drive; highest offer.—Box 1964. [9003

CHEVROLET fixed head 4-seater, recently recellulosed. 1939 6-cyl 30hp, a very attractive car; £495.—W. J. Reynolds (Motors), Ltd., Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [8960

**1400** miles only (guaranteed).—Imported Chevrolet Fleetline sedan, four-door, right-hand drive, black, grey trim, loose covers, radio; a unique opportunity to purchase a near brand new American car; £2,750.—Cutlers of Streetly, Ltd., Chester Rd., Streetly, nr. Birmingham. (7131-78109.) [9961

### Chevrolet Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chevrolet from 1937 onwards. Wembley 8691-2. [0666

COWLEY MOTORS require a 1939 Chevrolet saloon and a 1946 saloon.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [9284

DISTRIBUTORS for Home Counties require good Chevrolet cars.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9443

### Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles only, distributors for London and Home Counties. —British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9435

### CHRYSLER

DICKS CAR SALES offer:—

**1939** Chrysler saloon de luxe, one owner, recent overhaul, superlative; £550.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6885-9. [9775

SIMPSON'S MOTORS offer:—

**1949** Chrysler Plymouth fitted with heater and seat covers, low mileage, excellent condition; for full list see under "American Cars."

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [8290

D.h. coupe 4-door model C7 27hp Chrysler, overdrive, etc.; £450.—Lawton-Goodman, 155, Cricklewood Broadway, N.W.2. Gladstone 2226. [9750

**1939** Chrysler Kew de luxe saloon, sunshine roof, leather, fitted radio, one owner, unrepeatable bargain; £485; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 3828 and 5774. [7947

**1937** Chrysler Richmond saloon, black, real leather upholstery; i.f.s., 12-volt lighting and starting, twin Lucas foglamps, overdrive, Telecontrol shock absorbers; mileage 47,100; three almost new tyres, battery just replated, over 20 mpg on overdrive, outstanding car; £395.—10, Beechy Lees Rd., Otford, Sevenoaks. Tel. Otford 0346 from June 9. [9127

**£495**—Beautiful Chrysler Wimbledon de luxe saloon, bodywork literally brand new, mechanically meticulously maintained and would pass any searching examination; this vehicle is far above average; no one would believe this vehicle to be 12 years old, looks and runs like £900 motor car, 20mpg; 3 months' guarantee, hire purchase, exchanges.

LAMBS of WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9892

LIMOUSINE.—Exceptional 1938 (November) Chrysler Imperial superb 7-passenger limousine, face-forward occasional seats, winding glass division, commodious rear locker, radio, finished black and chromium, fawn cloth rear, black leather front, absolutely immaculate appearance, thoroughly recommended and offered with written guarantee; terms, exchanges.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9738

### Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Road, Swiss Cottage, N.W.6. Mai. 5555/2155. [0643

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Chrysler from 1937 onwards. Wembley 8691-2. [0667

7-Seaters 1937/38/39 Royal-Wimbledon-Dodge privately owned Limousines required. Alpe, Providence Court, Grosvenor Square. Mayfair-2941 [6270

### Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.,

CHRYSLER distributors, spares for all models, exchange recondition units in stock.—59-64, Belsize Road, N.W.6. Mai. 5555/2156. [0495

CHRYSLER official service agents.

REPAIRS, spares, exchange engine service.—Church Road Eng. Co., Ltd., Hadleigh, Essex. Tel. Hadleigh (Essex) 58474/57127. [0268

CHRYSLER Specialists: repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2234.

### CITROEN

JOHN S. TRUSCOTT, Ltd.

A COMPREHENSIVE range of post-war Citroens is always maintained; present stock includes: One 1950 15hp, black, brown leather, 10,000 miles; one 1949 15hp, black, brown leather, 13,000 miles; one 1948 15hp, black, red leather, 17,000 miles; one 1947 15hp grey, red leather, 32,000 miles.

EXCHANGES, deferred terms.

SKILLED Citroen service and spares always available.

**173**, Westbourne Grove, W.11. Bay. 4274. [9316

KENTISH & THOMSON, Ltd.

**1948** Citroen Light 15 saloon, metallic grey, many extras, perfect condition throughout; £1,075.

**564**—566, Wickham Rd., Shirley, Croydon. Springpark 3477. [9553

H. A. SAUNDERS, Ltd., offer:—

**1950** Citroen Light 15 saloon, black with red leather upholstery, 12,000 miles, £1,345.

**836**—842, High Rd., N.12. Hillside 0024. [9179

ACE SERVICE STATION (LONDON), Ltd.,

THE Citroen distributors, offer:—

CITROEN 1948 Light 15 saloon, black, red leather, fitted radio, heater, spring spoke steering wheel; £985.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [9557

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1950** Citroen, black with red leather, 12,000 miles; £1,375.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [6641

H. W. MOTORS, Ltd., the Citroen specialists, offer:—

**1950** Light 15, black/brown leather, 11,000 miles, one owner, £1,325.

THE above first-rate example of the post-war Citroen has been carefully selected, thoroughly checked and is offered with the backing of our specialized Citroen service.

H. W. MOTORS, Ltd., Walton-on-Thames 785 and 1437. [9274

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

**1946** (Sept.) Citroen Light 15 saloon, 4-door, finished black with beige upholstery, radio, excellent condition; £825. [9692

WORTHING MOTOR Co., Ltd., for Citroen sales, spares, service.—Tel. Worthing 71. [4383

CITROEN 12 saloon 1938 (June), excellent car; £395.—UKG Motors, 10, Norton Place, Hove, Sx. [9649

**1947** Citroen Light 15 saloon, black, red leather, in excellent condition throughout; £925.

E.P.S. MOTORS, Ltd., Citroen distributors, Kingston By-Pass, Esher. Emberbrook 3000. [9745

ONE of the rare 1940 20hp 6-cyl. Citroens, colour black, brown leather upholstery; £850.—Below.

**1947** 15hp Citroen saloon, sand with beige leather upholstery, moderate mileage, good tyres; £895.—Woking Motors (Maybury Hill), Ltd. Woking 1928. [9178

CITROEN 15, recently recellulosed, one owner, excellent condition; £550.—Wigan. Stepney 1860. [9453

**1935** Citroen super modern 12 saloon, guaranteed; £235; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [9752

**1949** Citroen, 10,000 miles, radio; £1,050.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [9183

**1947** Citroen 15 sal., black, red leather, 12,000 miles, one owner.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [9102

**1949** (May) Citroen long chassis 15, low mileage, new tyres, seats 6, perfect condition, left-hand drive; £1,095.—Potter & Richards, Kensington 6955. [9808

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Citroen 12 4-door sports saloon, recellulosed, brown hide, very nice condition.—Flaxman 0052/7253/7154. [9254

### Citroen Cars Wanted

C. G. NORMAN & Co.,

CITROEN Sole Distributors for the County of London.

BUYERS of low-mileage Citroen cars.—46-52, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211.

ACE SERVICE STATION (LONDON), Ltd.

ARE anxious to purchase an unlimited number of good Citroen cars; as Citroen distributors we are able to offer extremely good prices.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

**1949**-50 Citroens wanted; please give particulars and price.

A. FREEMAN, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus 2874/5. [0877

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

H. W. MOTORS, Ltd., always require first-class Citroens.—Tel. Walton-on-Thames 785 and 1437.

JOHN S. TRUSCOTT, Ltd., urgently require low-mileage, really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274. [9318

KENTISH & THOMSON, Ltd., urgently require good post-war Citroen cars.—564-566, Wickham Rd., Shirley, Croydon. Springpark 3477. [3759

### Citroen Spares and Service

C. G. NORMAN & Co.;

CITROEN sole distributors for the County of London. Citroen spares and service.—50, Vauxhall Bridge Rd., S.W.1. Victoria 2211. [0756

SOUTH of the Thames.

BALES of Croydon.—Distributors and specialists for over 25 years. Tel. Croydon 3131-2. [0187

BRING your used cars to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. 'Grams, Trublu.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4862.—Citroen spares, reconditioned drive, trains, 48-hr. service. [0161

WOODFORD CAR MART, Essex distributors for Citroen cars; sales, service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0230

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0746

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr; all spares stocked. [1543

### CONNAUGHT

**1949** (May) Connaught 2-seater sports car, owned by manufacturers until this year, 8,000 miles only, reg. No. MPH 995, finished in blue and trimmed with beige leather, available immediately, ready for any event and road use, taxed year.—Apply:—

BOSHIER & PATTENDEN, Ltd., Chapel Field Road Garages, Norwich. Tel. 24184-5. [8360

### CORD

**£395**—1939 (reg.), £10 tax, Cord super modern Westchester sports saloon, magnificent appearance, terrific performance, looks comparable to a car treble the price.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8892

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**CROSSLEY**

**1949** Crossley 6hp shooting brake, miniature American 4/5-seater with luggage space, unique car; £595.—A.Z. Motors, Palmerston Rd., N.W.6. Maj. 4723. [9530

**DAIMLER**

CAR MART, Ltd.

**1950** Daimler 2½-litre drop head coupe, 5,000 miles, £2,350.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9572

JOHN MARSHALL offers:—

**1938** Daimler straight 8 31.7hp 4-door saloon with division, black, brown tapestry; £450.

JOHN MARSHALL, 869, St. Albans Rd., Watford, Herts. Tel. Garston 2569. [9657

RUSSELL MOTORS offer:—

**1939** model 2½-litre Daimler saloon, black, red leather upholstery, exceptional car.

THE above car subject to any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47 Sloane St., S.W.1. Tel. Sloane 9288. [8504

MONTROE MOTORS offer:—

**1936** Daimler 15 saloon, excellent condition; £545.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6734

WARWICK WRIGHT Ltd., offer:—

**1948** Daimler 2½-litre saloon, black, brown leather, 12,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7895

STRATSTONE, Ltd., Daimler specialists.

DAIMLER 36hp touring limousine by Freestone & Webb (1946), black with fawn upholstery, 14,000 miles; a beautifully appointed car in excellent condition.

DAIMLER 2½-litre coupe (1949), black with red leather, 15,000 miles, one owner; £2,175.

DAIMLER 2½-litre saloon (1949), black with brown leather, 17,000 miles, performance and appearance equal to new; £1,975.

DAIMLER 2½-litre saloon (1947), grey with red leather, most attractive condition, £1,550.

DAIMLER 32hp Straight Limousine (1936), blue and black, a roomy car, carefully maintained; £695.

DAIMLER LQ5 20hp landaulette, black with cloth to rear, one owner, low mileage; £495.

STRATSTONE, 30, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [9229

**1948** (Nov.) 2½-litre Daimler saloon, maroon, £1,850.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [9400

DAIMLER 15, 1935, reconditioned engine and transmission, excellent condition; £550 or near offer.—176, High St., Ruislip. Tel. 3825. [9451

**1938** Daimler 17 standard saloon, condition good, mileage 54,000, 495gns; private owner.—Hopkirk, 132, Ashton Rd., Denton, Manchester 18 (Denton 2114). [9704

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars, consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel. 5405. [0544

DAIMLER M3 20hp black saloon, good condition inside and out, special long body, taxed 31st December; £125 or offer.—Turner, 108, Chanctonbury Way, Finchley, N.12. [9499

**1937** Daimler 17hp de luxe saloon, body by Mulliner, immaculate car throughout; £575; terms, exchanges.—Moreton Garage, 61, Albert Embankment, S.E.11. Reliance 4016. [8612

WALTER SCOTT, Ltd.—1939 Daimler 2½-litre saloon, black, red leather, carefully used, excellent condition; £785.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [6351

**365** gns.—Daimler 15 1936 model de luxe 4-door saloon, black, sliding head, maroon leather, preselector, good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

**395** gns.—Daimler Light 20 1937 model de luxe 4-door saloon, dark blue and black, sliding head, grey leather, preselector, wheel discs, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9814

**1938** Daimler 2-litre saloon, bench type front seat, in outstanding condition throughout, finished in 2 tones of brown; £725.—Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725/6875. [7600

DAIMLER 7-seat black limousine, until recently a lord mayor's car, V 26hp 8-cyl., first registered August, 1934, Hooper body, black leather front, fawn cloth rear, engine just rebored and completely overhauled; superbly maintained and in outstanding condition for its year; £800.—Nottingham City Transport, Lower Parliament St., Nottingham. Tel. 45745. [8144

**A & S** Limousines 1937/1938 Straight-8/32hp Hooper, Barker, partition, widest occasionals, black, private owners.

**1938** Limousine EL.24, privately owned, recent engine overhaul, guarantee.

HEARSE 1937 4½-litre (re-conditioned chassis) fitted 1951 five-door 6-bearer streamlined Coachwork, lavishly equipped. Below

ALPE & SAUNDERS (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair 2941. [9237

**Daimler Cars Wanted**

CAR MART, Ltd., wish to purchase Daimler cars.—150, Park Lane, W.1. Grosvenor 5434. [0959

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0932

CASH immediately for good Daimler.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9725

BRITISH & COLONIAL MOTORS, Ltd., require good Daimler cars.—Upper St. Martin's Lane, W.C.2. Tem. 5588. [9423

LIMOUSINES modern 24hp, also 8-cyl-32, urgently required, cash waiting, details please.—Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair 2941. [6271

**Daimler Cars Wanted**

C. A. PETO, Ltd., 42, North Audley St., W.1, urgently require Daimler cars in first-class condition.—Mayfair 3051. [9755

STRATSTONE, Ltd., wish to purchase Daimler cars in good condition; prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4404.) [9594

**Daimler Spares and Service**

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0256

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3.

**DELAGE**

SELBORNE (MAYFAIR), Ltd.

**1950** 4-door saloon, absolutely as new; £2,750.—45, S. Audley St., W.1. [9025

DELAGE type D6-3-litre d.h., registered June, '50, one of the very few in this country, exceptional appearance and performance; £2,750.—Tel. Uplands 2564. [9793

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Delage 1950 fitted with very beautiful foursome drop head coupe body by Guillore, Paris, one owner, London, etc., negligible mileage, late property of film star, very fast.—Flaxman 0052/7253/7154. [9550

DELAGE D6-75 sports 4-door saloon, fitted Cotal electric gear box and telecontrol shock absorbers, first registered October, 1938, whole car completely reconditioned, finished two colour grey, with blue leather upholstery, undoubtedly the finest car of this type available to-day.

TOBY MOTORS, Regent Rd., Great Yarmouth. Tel. 5275-4. [9672

**Delage Spares and Service**

SELBORNE (MAYFAIR), Ltd., concessionaires for U.S.A., Brit. Empire, U.S.A.; rapid engine and body repairs, parts in stock.—45, S. Audley St., W.1. [0660

**DELAHAYE**

SELBORNE (MAYFAIR), Ltd.

FOURSOME drop head coupe, indistinguishable from new; £2,575.—45, S. Audley St., W.1. [9024

**Delahaye Cars Wanted**

CHIPSTEAD MOTORS, Ltd.—Service and overhauls carried out by Delahaye experts.

CHIPSTEAD MOTORS, Ltd., always buy good Delahayes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [9619

**Delahaye Spares and Service**

SELBORNE (MAYFAIR), Ltd., concessionaires for U.S.A., Brit. Empire, U.S.A.; rapid engine and body repairs, parts in stock.—45, S. Audley St., W.1. [0659

**D.K.W.**

**1938** D.K.W. saloon, in exceptional condition, new tyres, very economical, 45-55mpg, taxed; £315.—Derrington, 159, London Rd., Kingston 5621. [9543

B & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks, £10-10; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B & M. Garages, Ltd., 42a, St. Michaels St., W.2. Paddington 6677. [0016

**D.K.W. Spares and Service**

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871. [0066

**DODGE**

**£325**—Dodge 26hp six-seater touring saloon, 1937, particularly roomy car with extra large rear boot, real leather interior throughout, very suitable hire car or for towing caravan; forty-two other American cars in stock, including 27 post-war models; write for post free catalogue.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Nearly 400 cars ready for inspection and purchase; hire purchase; part exchanges; free delivery to anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9527

**Dodge Spares and Service**

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. Southend 58474/57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254. [0362

**FIAT**

MONTROE MOTORS offer:—

**1937** Fiat 500 coupe, grey, £275.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [6735

FIAT 500 39/40 second series convertible coupe, excellent order throughout; £525.—Brett, Rolls Park, Chigwell, Essex. [9659

**1937** Fiat 1500 drop head coupe, recent overhaul; £300.—Metcalfe & Mundy, 13a, Adam and Eve Mews, Kensington High St., London, W.8. Western 4795. [9589

**1938** Fiat 500 drop head coupe in outstanding condition, full equipment and taxed till December; £350.—Toogoods Garages, Ltd., Sutton Scotney, Hants. Tel. Sutton Scotney 351. [9007

**245** gns.—Fiat 500, August 1938, convertible coupe, blue, red leather; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9817

C. V. RUSHMER, the Fiat specialist, for rebuilt models, fully guaranteed; present stock includes: 1939 500 coupe, 1938 1100 saloon; only first-class examples offered.—39, Holland Park, W.11. Park 5731. [9682

ARNCLIFFE MOTORS provide expert Fiat service in the north; we are good buyers of all models, and generally have a few rebuilt and second-hand cars for sale.—Arncliffe Motors, Ingleby Cross, Northallerton, East Harsley 214. [6137

NOVEMBER, 1939, Fiat 1100 cc pillarless saloon; engine just rebuilt and run-in, new rear axle, dynamo and starter motor fitted, tyres and battery good, body inside and out very clean; for sale by professional firm in Midlands; £375, or offer; taxed to December 31; any trial.—Tel. Birmingham Midland 6951. [8999

**FIAT**

MAYFAIR GARAGES, Ltd., for your Fiat.—Below.

MAYFAIR GARAGES, Ltd.—Delivery of fully reconditioned 500's now 2 months.—Below.

MAYFAIR GARAGES, Ltd.—April 1939 1100 de luxe folding head full 4-seater pillarless saloon, brown and beige, leather upholstery, almost new tyres, excellent engine with outstanding road performance, smart car, three months' guarantee; £395.—Below.

MAYFAIR GARAGES, Ltd.—September 1939 500 de luxe convertible coupe, Wedgewood blue with beige leather upholstery, bumpers, spare wheel cover, armester, good tyres, outstanding engine, exceptional performance, very smart car, three months' guarantee; £595.—Below.

MAYFAIR GARAGES, Ltd.—July 1938 500 convertible coupe, black and red with red leather upholstery, four almost new tyres, first-class road performance, very smart car, three months' guarantee; £345.—Below.

MAYFAIR GARAGES, Ltd.—July 1938 500 fixed head coupe, red, leather upholstery, fully equipped, carefully used car in first-class condition throughout, three months' guarantee; £345.—Below.

MAYFAIR GARAGES, Ltd.—Late 1937 500 convertible coupe, red, smart car in good condition throughout, three months' guarantee; £295.—Below.

MAYFAIR GARAGES, Ltd.—Descriptive list and copy of Autocar Road Test Report on request; hire purchase terms from 3rd deposit.—Below.

MAYFAIR GARAGES, Ltd., Fiat Sales and Service, Halderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6. Sats. 9-12. [9275

**Fiat Cars Wanted**

ROWLAND SMITH'S, the Fiat buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Halderton Street (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. [0646

**Fiat Spares and Service**

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, etc., guaranteed repairs.—S. & S. Motors, 165a, Westbourne Grove, W.11. Tel. Bay. 1644. [0134

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom, are only source of genuine Fiat spares and service.—Tel. Perivale 5600. 'Grams: Fiat, Wembley. [0500

B.D.J. (ENGLAND), Ltd., offer exchange engines, 500, 1100 and 1500, full range of spares, reconditioned engines, gear boxes, suspension, dynamos, starters, radiators, in exchange, spare wheel covers, luggage carriers, supercharger sets, Metric spanners, complete servicing all models.—Derrington, 159, London Rd. Kingston 5621-2. [9059

**FORD (4 h.p.)**

BROWN'S for Fords.

**1947** Ford Anglia saloon, immaculate condition; £555.—Brown's Garage, Loughton (Essex), 4119 (Tube). [5312

BERRY'S OF HARROW

HAVE an excellent selection of post-war 4hp saloons available.

PHONE Harrow 1031 for details.

W. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0089

DICKS CAR SALES offer:—

**1939** Ford 8 saloon, recent recond. engine; £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [6585

**1939** Ford 8 saloon, £320.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [8818

WARWICK WRIGHT, Ltd., offer:—

**1950** Ford Anglia 8hp saloon, fawn, brown leather, 5,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9670

ALLAN TAYLOR MOTORS, Ltd., offer:—

**1950** Ford Anglia saloon, 6,000 miles, as new; £795.

HIGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [9768

DAGENHAM MOTORS, Ltd., Ford main dealers.

**1949** Ford Anglia saloon, black, 8,000 miles.

**1949** Ford Anglia saloon, black, 6,200 miles.

**1949** Ford Anglia saloon, green, 6,600 miles.

AND many others to select from.

**56**, Park Lane, W.1 (Regent 4866), and 374, Ealing Rd., Alperton, Middx. (Perivale 5386). [8050

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

**1946** Ford Anglia saloon, black, very nice condition throughout; £525.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 3658. [9784

**1936** Ford 8 2-door saloon, new engine, beautiful runner; £235.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common, Battersea 5573. [6590

**1938** Ford 8 saloon, black, reconditioned engine, mechanically sound; £375.

MAKIN & HARRISON (MOTORS), Ltd., 432-6, High Rd., Chiswick, W.4. Chiswick 0558/2619. [8454

**1940** Ford 8 Anglia saloon, colour green upholstery to match, many extras; 399gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 300 good used cars under £400.—Maida Vale 6044. [9952

**335** gns.—1939 Ford 8 saloon, superb condition.—Autosnipe, 5, Balham High Rd., Balham 1509. [9688

**1950** Ford Anglia saloon, 5,000 miles; £750.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [9401

**1947** Ford 8, nice order; £565.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Hem. 2221. Mal. 1627. [7465

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### FORD (8 h.p.)

**1949** Ford 8, beige, red leather, 12,000 miles, as new; £675.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1282. [8954

**A**RTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

**1948** Ford Anglia, black, as new; £625.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [5331

**1938** Ford 8, black/red, 39,000 miles only, one owner, reconditioned engine, excellent condition.—Dobsons, Ltd., Staines, Middlesex. Tel. 801. [9271

**1947** Ford Anglia saloon, 4 new tyres and reconditioned engine fitted; £550.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181 and 182. [8988

**1946** (June) Ford Anglia, in good condition, with two new tyres, new battery and other parts; can be inspected in West Midlands; £495.—Box 1908. [8964

**£355**—1939 Ford 8 saloon, excellent condition, replacement engine, genuine bargain; choice of three.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [7184

**T**ANKARD & SMITH Ltd., offer: 1946 Ford Anglia saloon, finished in black, with red upholstery, splendid condition throughout; £465; 3 months' written guarantee.—97, Peckham Rd., S.E.15. Rodney 2051. [9257

**1947** Ford Anglia saloon, black/red, 14,000 miles, 1 owner, exceptionally clean, 3 months' guarantee, terms and exchange; £635.—Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.15. Vandyke 1166. [9636

#### Ford Eight Cars Wanted

**C**ASH waiting for good Ford 8 saloon, not before 1936.—Tel. Gra. 2530. [7927

**I** REQUIRE post-war Ford 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0726

**C**ASH buyers of low mileage Ford 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

**R**OWLAND SMITH'S, the Ford 8 buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041.

**C**.M.I. CAR SALES wish to buy good Ford 8 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6804

**1939**-1950 Ford 8 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4915

**R**AYMOND WAY, the hire-purchase specialists, are still buying Ford 8s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0840

### FORD (10 h.p.)

**P**ERRY'S OF HARROW,

**H**AVE an excellent selection of post-war 10hp saloons available.

**P**HONE Harrow 1031 for details.

**W**. HAROLD PERRY, Ltd., Station Bridge, Wealdstone, Harrow, Middlesex. [0100

**P**ALMERS MOTORS offer:—

**1947** Ford Prefect saloon, works engine, original condition; £685; 3 months' written guarantee; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890 or 7087. [9603

**D**ICKS CAR SALES offer:—

**1949** Ford 10 saloon, carefully used; £725.

**D**ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [7485

**M**ONTROE MOTORS offer:—

**1939** Ford Prefect 4-door saloon, leather, excellent condition; £435.

**M**ONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [8736

**P**HILIP RICKARDS, Ltd., offer:—

**1949** Ford Prefect, black/red leather, perfect.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [9213

**H**. A. SAUNDERS, Ltd., offer:—

**1950** Ford Prefect saloon, green with brown leather upholstery, fitted with a specially tuned engine including aluminium head, twin carburettors, etc., also radio, heater, special wheel covers and bumpers, 2,000 miles; £975.

**836**/842, High Rd., N.12. Hillside 0024. [9183

**C**.M.I. CAR SALES (Pri. 4405) offer:—

**1939** model Ford Prefect four-door saloon, black, loose seat covers, excellent mechanical condition.—Swiss Cottage, Finchley, N.W.3. [8311

**J**OE THOMPSON (MOTORS), Ltd., offers:—

**J**UNE 1948 Ford Prefect saloon, colour black, 17,000 miles, one owner; £750.

**J**OE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [7207

**A**LLAN TAYLOR MOTORS, Ltd., offer:—

**1949** Ford Prefect saloon, cloth upholstery; £875.

**H**IGH St., Wandsworth, S.W.18. Vandyke 4433 (5 lines). [9769

**D**AGENHAM MOTORS, Ltd., Ford main dealers.

**1949** Ford Prefect saloon, beige, red hide, 11,800 miles.

**1949** Ford Prefect saloon, black, cloth, 10,400 miles.

**1949** Ford Prefect saloon, black, red hide, 10,500 miles.

**56**, Park Lane, W.1 (Regent 4866), and 374, Ealing Rd., Alperton, Mddx. (Perivale 3388). [7756

**1947** Prefect, in leather, low mileage, very clean; £695.

**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [8581

**1947** Ford Prefect 4-door saloon, excellent condition; £645.

**M**AYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [9480

**£175**—1935 Ford 10 4-door saloon.—Monahan Motors, 258, London Rd., West Croydon. [6310

**1936** Ford 10, very good condition, new engine.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 3505-7. [9249

**£425**—Ford Prefect d.h. coupe 1939, excellent car mechanically, good tyres; many others.

**B**ENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7; open Mon. to Sat., 9-6 (50 yds. Holland Park Tube.) [9021

**1949** (November) Ford Prefect, black, leather, one owner, low mileage, 3 months' guarantee; £865.

**C**ARRIS MOTORS, Ltd., Lewisham Bridge, S.E.13. Lee Green 6565. [9900

**1948** Ford Prefect, black brown leather, one owner, 22,000 miles, mechanically sound, tyres all good; £695.

**H**AMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). [9267

**1947** Ford Prefect, black with well-kept red leather upholstery, body good, tyres good, mechanically sound throughout.

**L**AWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111, and 186, East Barnet Rd., New Barnet. Barnet 6044 and 2555. [8266

**£350**—1939 Prefect tourer, black, mech. perfect, good hood and screens.—98, Cambridge Ave., Gidea Park, Essex. [9445

**A**RTHUR E. GOULD, Ltd., 290-292, Regent St., W.1. Langham 1594-5.—1946-8 post-war Prefect saloons, low mileage, all guaranteed. [0579

**A**VAILABLE to the trade, low mileage 1950 Ford Prefect.—Gerry Browne Motors, 24, Leinster Mews, London, W.2. Paddington 3252. [0712

**1948** Ford 10 Prefect saloon, any trial; £695; choice of two.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7560

**1948** Ford Prefect sal. 20,000 miles, beige, brown leather, one owner, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [9104

**295** gns.—Ford 10, 1938 model, saloon, dark blue; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9830

**T**ANKARD & SMITH, Ltd., offer: 1949 Ford Prefect, finished in green, with brown leather upholstery, this car is as good as new, very low mileage; £875; 3 months' written guarantee.

**T**ANKARD & SMITH, Ltd., offer: 1947 Ford Prefect, finished in black, in immaculate condition; £660; 3 months' written guarantee.—97, Peckham Rd., S.E.15. Rodney 2051. [9256

**1948** Ford Prefect, black, brown leather, reconditioned engine, exceptional order; £765.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8270

**615** gns.—1947 Ford Prefect 4-door de luxe saloon, mileage 25,000, first-class order; £215 deposit, balance up to 24 months.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [9766

**1939** Ford Prefect 4-door saloon, black, excellent condition throughout, new engine carefully run in, genuine mileage 37,750, any examination; best offer around £450, cash or banker's draft.—Goodland, Huntsham Rectory, Tiverton, Devon. [9664

#### Ford Ten Cars Wanted

**R**OWLAND SMITH'S, the Ford 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

**I** NEED post-war Ford 10 immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0730

**C**ASH buyers of low mileage Ford 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

**M**ARSTON MOTOR Co., Ltd., for your Ford 10. Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

**A**LMOST new Ford 10 required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0855

**C**.M.I. CAR SALES wish to buy good Ford 10 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6805

**1939**-1950 Ford 10 saloon urgently required.—Richard France, Ltd., 254, High Rd., Tottenham, N.15. Sta. 2232 and 0464. [4916

**R**AYMOND WAY, the hire-purchase specialists, are still buying Ford 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0861

### FORD (V.8)

**W**

**H**AROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**F**ORD spares and service for all models.

**G**OOD selection of Fords always in stock, including:—

**1948** Ford Pilot saloon, black with brown leather, 23,058 miles; £1,015.

**W**. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [7181

**S**IMPSON'S MOTORS offer:—

**1948** Ford, American type, right hand drive, seat covers, low mileage, very good condition.

**1948** Ford, American type, left hand drive, radio, heater, seat covers, low mileage; for full list see under "American Cars."

**S**IMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691-2. [6294

**H**. A. SAUNDERS, Ltd., offer:—

**1950** Ford V.8 Pilot saloon, black with beige leather upholstery, radio, heater, etc. 10,000 miles; £1,395.

**836**/842 High Rd., N.12. Hillside 0024. [9187

**P**HILIP RICKARDS, Ltd., offer:—

**1949** Ford Pilot, black/brown leather, 10,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [9211

**D**AGENHAM MOTORS, Ltd., Ford main dealers.

**1949** Ford Pilot saloon, blue, blue hide, radio, 14,000 miles.

**1939** Ford 91A, 30hp, genuine wooden built 6/7-seater shooting brake.

**56**, Park Lane, W.1 (Regent 4866), and 374, Ealing Rd., Alperton, Mddx. (Perivale 3388.) [8651

**P**ERFORMANCE CARS.—See our advertisement under Sports Cars. [2185

**G**ORDON CARS (LONDON), Ltd.—1950 Ford Pilot saloon, black/fawn cloth.—Below.

**G**ORDON CARS (LONDON), Ltd.—1948 Ford Pilot saloon, black/brown leather.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9407

**£215**—Ford V.8 1936 saloon.—Carr, Kensington 6955. [7892

**F**ORD V.8 bargain! 1938 81A 30hp saloon, new engine; £395.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [4716

**1948** Ford Pilot, finished in blue, with blue hide upholstery, fitted radio and heater; £995; terms; exchanges.

**M**ASON BROTHERS (Motor Showrooms), 151-153 Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. Open week-ends. [9541

**1938** (Oct.) Ford V.8 30hp model 81A saloon, good condition; £400 or near offer.—T. H. Nice & Co., Ltd., Ely, Cambs. [9125

**F**ORD V.8 91A 4-door saloon, one owner since 1946; £455.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [9552

**B**RUTONS, Ltd.—1936 Ford V.8 22hp black saloon, taxed, loose covers, wireless; £195.—13-14, Ogen Mews, Emperor's Gate, S.W.7. Western 1242. [8619

**1950** Ford Pilot saloon, radio and heater, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 5588. [9440

**£135**—1936 Ford V.8 30hp saloon, good runner, taxed, first cheque secures.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9840

**1947** Ford V.8 saloon, l hand drive, 40,000 miles, excellent condition; £1,100.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [9192

**G**OLDERS GREEN: H. A. Saunders, Ltd.—1949 Ford Pilot saloon, black/beige hide, radio, heater, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m. to 9 p.m. [9674

**1949** reg. Sept. 1948, Ford Pilot de luxe saloon, black with brown leather upholstery, very carefully used, mileage only 22,000; price £1,000.—122, Clifton, York. Tel. 53230. [9470

**1949** American V.8 Ford saloon, radio, heater, overdrive, loose covers, etc., beautiful condition throughout.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 3557/6970. [6436

**1937** Ford V.8 30hp saloon, reconditioned engine, reupholstered, new tyres, radio, etc.; £270 cash or terms arranged.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [1764

**1949** (May) Ford Pilot saloon, black/beige leather, radio, heater, £70 just spent decarbonising, new brake linings, new seat covers, etc.; £1,150.—Matthews, 2, Pocock St., London, S.E.1. Waterloo 4782. [9705

**1940** American Ford V.8 2-door saloon, registered July 1948 (£10 tax), black with fawn Bedford cord upholstery, immaculate throughout, under 50,000 miles, heater and radio; best offer over £1,595; private.—Tel. Springpark 4555 after 6 p.m. [9660

**£10** tax; rebuilt 81A drop head foursome, new hood and reupholstered, new Mercury engine, 12v electrics, hydraulic brakes, stabiliser, new flush-fitting side and rear lamps, flush trafficators; superb performance for 12hp running costs; any trial; £475 or near.—75, St. Chad's Rd., Derby. Becketwell 49584. [9455

**A**MERICAN Ford V.8 right-hand drive super de luxe six-seater touring saloon, April 1947, a genuine post-war model with fully chromed new look frontal appearance embodying extra wide mouldings to front grille, chromed rubbing strip and waistlines extending full length of body, fitted push-button radio and heater, etc., etc., outstanding performance coupled with a truly remarkable degree of economy for a car of its size, guaranteed by us in writing.

**C**AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 3041 (5 lines). Twenty-seven other post-war American cars in stock together with nearly 400 cars of other makes; write for post free catalogue; hire purchase, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9503

#### Ford V.8 Cars Wanted

**R**OWLAND SMITH'S, the Ford V.8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all model Ford V.8s from 1937 onwards. Wembley 8691-2. [0668

**J**OHN & TRUSCOTT, Ltd., urgently require low-mileage, really well-kept Ford Pilots.—173, Westbourne Grove, W.11. Bay. 4274. [9320

### UTILITY—FORD OR OTHER BODIES

**W**

**H**AROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

**F**ORD spares and service for all models.

**G**OOD selection of Fords always in stock, including:—

**1947** Fordson Utilecon, colour beige, first reg. July; £650.

**1947** Ford shooting brake, mounted with coach-built body on 10cwt chassis, colour brown and cream, green leather interior, seating capacity 6, in excellent condition, 2 doors at rear; £650.

**W**. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [8289

**J**ACK STONE & SON offer:—

**1949** Ford 10hp 7-seater utilecon, removable seats, low mileage; £595; 1948 Ford 10hp 7-seater wooden body utility, £575; 1949 Humber, £10 tax, 7/8-seater, wooden body utility, £475; 1938 Packard 27hp 7/8-seater, £375; terms and exchanges gladly arranged.

**J**ACK STONE & SON, 221, Upper Richmond Rd., Putney. Tel., day and night, Putney 1054/5 and 2276/7. [9787

**1937** Ford V.8 Dagenham-built 7-seater utility; £525.

**G**EORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9362

**F**ORD 8, 1947, private, utility body, good tyres, engine reconditioned.—Temple 7032. [9932

**F**ORD 8 1949 shooting brake, perfect; nearest £595.—Ham. 2468. Col. 3551 evening. [9110

**£250**—91A V.8 Ford utility, £10 tax.—Potter & Richards, Kensington 6955. [5028

**1950** Fordson 10cwt forward control utility with wooden body, two seats; £695.

**F**ERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7444

**1949** (June) Fordson 10hp Martin Walter utilecon, 1 owner, 11,000 miles only, taxed to December; £750.

**W**. J. BROWN, Ltd., Main Ford Dealers, 339, Finchley Rd., N.W.3. Hampstead 4414. [7811

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### UTILITY—FORD OR OTHER BODIES

**1948** Ford 8hp utility, one owner, as new throughout, write only.—Turner, 99-117, Clarence Rd., London, E.5. [9908

**FORD** Utility 1939, Canadian built, 30hp, excellent order throughout; £450.—The Agent, Lord Plunket, Mount Offham, West Malling, Kent. West Malling 2195. [9117

**UNREGISTERED**, £10 tax, Canadian Mercury Ford V 8 shooting brake, reconditioned, needs finishing, five new tyres fitted, repainted, revarnished, supplied with spare engine, requires one door, head lamps, seats recovered, etc.

**MATHEW BROTHERS**, Matbro Works, Sandy Lane North, Wallington, Surrey. Tel. Wallington 4050. [8579

**FORDSON** regd. 1946 V.8 ex-Admiralty 7-str. utility, all metal body with 4 doors, sliding roof, Dunlopillo seating, sliding roof and windows, new Dunlop l.p. silent tyres and spare, recent new engine, Fram oil cleaner, new starter and battery, new Pilot type carburettor, grain finish, 23 m.p.g., 70 m.p.h.; nearest £500.—Morris, Tel. Ewell 5716. [9152

### Ford Utility Cars Wanted

**FORD** 8, 10 and 30hp utilities wanted from 1936 onwards.

**GEORGE NEWMAN** & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [0040

**ROWLAND SMITH'S**, the Ford utility buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041

### FORD MISCELLANEOUS

**TANKARD & SMITH**, Ltd., offer the choice of many Ford 8s and 10s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax 4801-3. [0378

### Ford Miscellaneous Cars Wanted

**R**

**S**

**ROWLAND SMITH'S**, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0938

**W**

**HAROLD PERRY**, Ltd., main Ford dealers, Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0545

**WE** wish to purchase post-war Fords, all models.

**BROWN & MALLALIEU**, Ltd., General St., Blackpool. Tel. 22322. [9844

**FORDS** wanted.—Smith's 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0823

**PRE-WAR** Ford 8-10hp saloon or similar, also Ford 5cwt vans; no dealers.—After 6 p.m., Enfield 0068. [9785

**CASH** immediately for good Ford.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9726

**ALL** models Ford required for cash.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [9285

**BRITISH & COLONIAL MOTORS**, Ltd., require good Ford cars.—Uppeer St. Martin's Lane, W.C.2. Tem. 3588. [9425

**APPROACH** us first before disposing of your Ford car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [9606

### Ford Spares and Service

**NORMAND**, Ltd.

**MODERN** equipment handled by a skilled staff ensures good service.

**NORMAND**, Ltd., 405/9, King St., W.6. Riv. 3665. [0228

**F.** H. PEACOCK, Ltd.

**COMPREHENSIVE** stock of spares for all Ford and Fordsons; Dagenham reconditioned engines, 8, 10 and 30hp, always available from stock.

**219**—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at

**FOORD** Rd., Folkestone 51222. [0406

**ALLAN TAYLOR (MOTORS)**, Ltd.,

**HIGH** St., Wandsworth, S.W.18.

**MAIN** Ford dealers.

**LARGE** stocks of genuine Ford parts.

**VANDYKE** 4433 (5 lines). [0314

**FRANK G. GATES**, Ltd., High Rd., Woodford Green. Tel. Wanstead 2233. Main Ford dealers; service and all spares. [0093

**ADLARDS MOTORS**, Ltd., 43-45, Acre Lane, London, S.W.2 (Brixton 6431), main Ford dealers, service and all spares [0110

**FOR** Ford mudguards, running boards, 1933-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0383

**YOUR** Ford car will be much improved in comfort and safety after fitting stabilisers to the front and rear springs; all models.—Stabiliser Products, Ltd., Station Parade, Cricklewood, N.W.2. Gladstone 0570. [0281

### Frazer Nash Cars Wanted

**ROWLAND SMITH'S**, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

### FRAZER NASH-B.M.W.

**BARTLETT.**—Frazer Nash-B.M.W. types 327, 326 and 45 in stock; we are very interested buyers of all models.—27a, Pembridge Villas, W.11. [9529

**1936** F.N.-B.M.W. Type 45 saloon, genuine low mileage, copperised h.c. cylinder head, new tyres and battery, recellulosed light blue, blue leather, rechromed, very sound attractive car with an excellent performance; £395.—V. W. Derrington, 159, London Rd., Kingston-on-Thames. Tel. 5621-2. [8845

**FRAZER NASH-B.M.W.**, 1938, type 320, special English built 4-door saloon, black coachwork, leather upholstery, radiator shutters, Fram filter, one shot chassis lubrication, rack and pinion steering, independent front suspension, carefully maintained.—Seen by appointment at Stone House, Finstall, Bromsgrove, Worcestershire. [9924

### Frazer Nash-B.M.W. Cars Wanted

**GOOD** price given for 1939 327/80 cabriolet.—Box 2022. [9391

**ROWLAND SMITH'S**, the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

**BARTLETT.**—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. Bayswater 0523. [9333

### HANSA

**1938** Hansa 1700 sports saloon, exceptionally good condition; £450.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 3408 [7852

### HANSA

**CASS'S MOTOR MART.**—1938 Hansa 2000, reg. 1939, 18hp 4-door drop head saloon, speedo reading 22,000 miles; written guarantee.—5, Warren St., W.1. Euston 3523. [4216

### HEALEY

**BROOKLANDS** for individuality.

**HEALEY** distributors for London and Home Counties.

**DEMONSTRATION**, early delivery of latest models; catalogues and details on request.

**1950** Healey Silverstone sports 2-seater, black, excellent throughout.

**1949** Healey Elliott saloon, small mileage, immaculate.

**1948** Healey Duncan drop head coupe, grey, speedometer reading 6,000.

**BUY** or sell your car at

**103**, New Bond St., London, W.1. Mayfair 8351-6. [9304

**HEALEY** Duncan saloon, very fast and economical, every refinement, like new throughout, any trial, offers.—Box 2050. [9712

**1948** June, Elliott 2-door saloon; blue with blue leather; £1,750.—Jack Olding & Co., Ltd., North Audley St., W.1. Mayfair 5242. [9173

**FOR** sale, Healey Roadster, 1948, works overhaul at Healey's in May, 1951, perfect condition; price £1,350.—Mr. Heaps, 115, Tong Rd., Leeds, 12. Tel. 38731. [9056

**ROSE & YOUNG**, Ltd., offer:—1948 Healey competition 2-seater, very fast, ideal for competition work; £850.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5675

**CHIPSTEAD MOTORS**, Ltd.—197, Fulham Rd., Kensington, London, S.W.3.—Healey special streamlined 2-4-seater, fixed head coupe, cost £2,750 in January, 1949, one owner, 14,000 miles, terrific performance; bargain.—Flaxman 0052/7253/7154. [9780

**1947** Healey 4-seat sports saloon, black, maroon interior, body by Leacroft of Egham, recently resprayed and re-trimmed, plus overhaul by works, brakes relined, tyres nearly new; nearest £1,150.—Brain, Corner House, Penn Rd., Wolverhampton. Tel. 36135. [9449

**HEALEY** actual Le Mans car, fitted Elliott light streamlined saloon body, finished in B.R.G., special Dixon-tuned engine, balanced crankshaft, special head, special carburettors and connecting rods, etc., latest type chassis and suspension modifications, long-range tank, twin filler caps, special Alfin brake drums and linings, capable of cruising at speeds on 80-90 m.p.h. with 26-28 m.p.g., one owner; total mileage approx. 12,000; an opportunity to obtain a very special car at a fraction of its original cost; price £1,385.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0523. [9328

### Healey Cars Wanted

**SALOON** or d/h coupe body required for Healey chassis, condition immaterial.—Box 2045. [9594

**1948**/49 Healey Elliott saloon, under 20,000 miles, required by trade.—Box 1624. [6977

**HEALEY** saloon, drop head or tourer, urgently required.—Bartlett, 27a, Pembridge Villas, W.11. Bayswater 0523. [9334

### HILLMAN 10

**CAR MART**, Ltd.

**1950** Hillman Minx Phase IV drop head coupe, 6,000 miles; £1,165.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9574

**L.** F. DOVE, offer:—

**1940** model Hillman Minx saloon, grey with blue leather, condition better than most post-war models; £495.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [9875

**STARNES MOTORS** offer:—

**£650**.—Hillman Minx, 1946, very nice order and condition, black with brown leather.

**STARNES MOTORS**, Standard Sales and Service Specialists, 103, Cricklewood Broadway, N.W.2. Gladstone 2480. [9770

**MONTROE MOTORS** offer:—

**1939** Hillman Minx 10 drop head coupe, immaculate; £475.

**MONTROE MOTORS** (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [8737

**H.** A. SAUNDERS Ltd., offer:—

**1948** Hillman Minx Phase II saloon, grey with blue leather and cloth upholstery, 7,000 miles; £845.

**1949** Hillman Minx Phase III saloon; black with fawn cloth upholstery; 10,000 miles; £995.

**1950** Hillman Minx Phase IV saloon; green with brown leather interior; 3,000 miles; £1,195.

**836**/842, High Rd., N.12. Hillside 0024. [9184

**H.** A. SAUNDERS, Ltd., Radlett.

**1950** Hillman Ph. IV estate car, 8,000 miles.—Below.

**1949** Hillman Minx saloon, grey, 10,000 miles.—Radlett 6167. [9940

**WARWICK WRIGHT**, Ltd., offer:—

**1949** Hillman Minx Mark IV saloon, pastel green, red leather, heater, 15,000 miles.

**1948** Hillman estate car, Moorland grey, brown leather, 20,000 miles.

**WARWICK WRIGHT**, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9866

**C.M.I. CAR SALES** (Pri. 4405) offer:—

**1949** Hillman Minx saloon, beige, red leather, low mileage, as new.—Swiss Cottage, Finchley, N.W.3. [8310

**WADDINGTON MOTORS**, Ltd., offer:—

**1940** Hillman Minx saloon, taxed year, excellent condition, £525; also choice of two Phase III saloons small mileage and in perfect condition.—Fortune Green Rd., N.W.6. Ham. 2211. [6274

**COOMBS & SONS (GUILDFORD)**, Ltd., offer:—

**1946** Hillman Minx drop head coupe, grey and blue leather, 19,000 miles; £750.

**COOMBS & SONS (GUILDFORD)**, Ltd., Portsmouth Rd. Guildford. Guildford 62907-8-9. [6640

**1947** Hillman Minx drop head coupe, blue; car in excellent condition throughout; £725.

**FERRARIS OF CRICKLEWOOD**, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9905

### HILLMAN 10

**1948** Hillman Minx foursome drop head coupe, excellent condition, £925; also

**1948** Hillman Minx estate car, exceptional condition; £875.

**GEORGE NEWMAN** & Co., 369, Euston Rd., N.W.1. Euston 4466. [9363

**1947** Hillman Minx saloon, nice condition throughout, taxed, moderate mileage; £695.

**COLE'S GARAGES**, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195/6. [9542

**£395**.—Hillman 10 1939 4-door saloon, leather interior, sliding roof, choice 3; many others.

**BENMOTORS**, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [9022

**1946** Hillman Minx, black and brown, excellent order throughout; £625.—Haskins, Ladbroke 1155. [8231

**1949** July Hillman Phase III, pastel green, one owner, low mileage; 3 months' guarantee; £995.

**CARRIS MOTORS**, Ltd., Lewisham Bridge, S.E.13. Lee Green 8585. [9901

**£135**.—1934 Hillman Minx saloon, new tyres.—Monahan Motors, 258, London Rd., West Croydon. [6315

**1947** Hillman Minx saloon, new September, 1947, mileage 9,000, grey, one owner, as new; price £750.—Box 2029. [9459

**1949** Hillman Minx Phase III saloon, colour grey, blue upholstery, H.M.V. wireless and heater, taxed year; 949gns.

**RAYMOND WAY**, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [9948

**GOLDERS GREEN, H. A. SAUNDERS**, Ltd., 1950 model Hillman Minx Phase IV saloon, 10,000 miles; guaranteed.—Below.

**H.** A. SAUNDERS, Ltd., 1949 Hillman Minx Phase IV saloon, green, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m. to 9 p.m. [9672

**1947** Hillman 10 saloon, grey with blue interior, a very nice car throughout; £725.—122, Clifton, York. Tel. 53230. [9469

**1947** (reg. 1946) Hillman Estate car, very nice condition; £715.—Pantiles Service Garage, London Rd., Guildford 5326. [9790

**1938** Hillman 10, black in colour, recently recellulosed, nicely kept upholstery and mats, red, mechanically in good order.

**LAWSON PIGOTT MOTORS**, Ltd. (Vauxhall dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111; and 186, East Barnet Rd., New Barnet. Barnet 8044 and 2353. [8267

**1949** (April) Hillman Phase III saloon, dark blue, radio, 12,000 miles.—Leslie Matthews & Co., 97, Bristol St., Birmingham, 5. Midland 2297. [9096

**1948** Hillman Minx Phase II 4-door sun saloon, colour black, brown upholstery; a genuine bargain; taxed year; 699gns.

**RAYMOND WAY**, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [9945

**1947** Minx coupe, black, brown leather, nominal mileage; £750.—L. F. Dove, Ltd., Mid-Surrey Car Centre, Guildford Rd., Woking 1282. [8955

**395**gns.—Hillman Minx, 1939, de luxe 4-door saloon, black, sliding head, brown leather, good condition; terms, exchanges.—Rowland Smith, below:—

**495**gns.—Hillman 10, registered 1951, 5-seater estate car, grey, fold-flush rear seats, sliding glass windows, rear entrance, very carefully used, excellent condition, taxed; terms, exchanges, list; open 8-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9624

**1950** Hillman Phase IV, 9,000 miles, immaculate; £1,095.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9545

**1947** Hillman Minx saloon, guaranteed 13,500 mileage, one owner.; nearest £750; wanted, larger car similar Singer, Consul, etc.—Box 2024. [9393

**1948** Hillman Minx Phase II saloon, black, fitted loose covers, immaculate; £795.—Ray Powell, Ltd., 113-5, Fairlop Rd., Leytonstone, E.11. Ley. 3366. [9955

**6000** miles.—1950 (March) Hillman Mark IV saloon, blue, radio, etc.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please). [9757

**1949** (Nov. 1948) Hillman Phase III saloon, special metallichrome finish, Rootes' maintained, in spotless condition; £950 or near offer.—Tel. Acorn 3614 any evening. [9658

**1949** (November, 1948) Hillman Phase III saloon, beige, in excellent condition throughout; £995.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3917

**HILLMAN** Minx Ph. IV Estate car, 1950, 9,000 miles, finished in grey, perfect throughout.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [9365

**£395**.—1938/9 Hillman Minx 4-door saloon de luxe, excellent condition.—G. P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [4465

**1948** (July) Hillman Phase II grey saloon, 12,000 miles only, one owner, spare unused; £675; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 3954. [9797

**1949** Hillman Minx 4-door saloon, in black, leather upholstery, almost as brand new, low mileage, one owner; £995.—Jack Rose Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [9545

**1949** Hillman Minx Phase III saloon, low mileage, colour green, loose covers, heater, immaculate condition; £985.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2. [8823

**ROSE & YOUNG**, Ltd., offer:—1948 Hillman Minx Phase II d/h coupe, very low mileage, immaculate condition, several extras fitted, grey with blue leather; £845.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [5678

**£1095**.—Phase IV Minx, covenant free last month, speedo reading 7,850, loose covers, exceptional condition, also choice of 32 other Minx saloons and coupes including Phase III and Phase II and pre-war models; write for post free catalogue to:

**CAMDEN MOTORS**, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Nearly 400 cars ready for inspection and purchase; hire purchase, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9500

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**HILLMAN 10**

**1950** (March) Hillman Minx saloon, Phase 4, grey with red leather, 8,000 miles, as new, £1,120; 1950 (reg. Sept. 1949) Hillman Minx saloon, Phase 4, green, 12,000 miles, £1,055.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9341

**1948** (Sept.) Hillman Minx drop head coupe, one owner, genuine 10,300 miles, coachwork finished grey, appearance irreproachable, careful ownership evident throughout, performance beyond criticism; 795gns; terms, exchanges.—Home & Overseas Motors, 160, Finchley Rd., N.W.3. Hampstead 0087-8-9.

**HILLMAN 14**

**1938** Hillman 14 saloon de luxe, good condition throughout; £375.—8, Dunwich Rd., Bexleyheath, Kent. [9475

**1938** Hillman 14 saloon de luxe, very good condition throughout; £395.—Garage Service Co., Hoop Lane, Golders Green, N.W.11. Speedwell 5408. [7850

**£495**.—Rare and beautiful Hillman 14 de luxe saloon, bodywork literally beautiful and spotless, excellent interior, chassis gives beautiful quiet comfortable ride; large 5-seater car, this vehicle looks like a modern post-war product worth £1,000 and no one could possibly believe it to be 12 years' old; 3 months' guarantee, hire purchase, exchanges.

**L**AMBS of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9889

**HILLMAN 21**

**1937** Hillman 20 saloon, roomy 5-seater, absolute bargain; £275.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [6613

**HILLMAN MISCELLANEOUS**

**T**ANKARD & SMITH, Ltd., offer the choice of many Hillman Minx and 14hp saloons from their vast stock of over 200 used cars; all subject to 3 months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

**Hillman Cars Wanted**

**R**

**S**

**R**OWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

**R**

**R**OOTES, Ltd.,

**D**ISTRIBUTORS.

**R**EQUIRE modern low-mileage Hillman cars.

**B**IRMINGHAM.—Low Temple St. (Central 8411.)

**M**ANCHESTER.—129, Deansgate. (Blackfriars 6677.)

**M**AIDSTONE.—(Maidstone 3333.)

**C**ANTERBURY.—(Canterbury 3232.)

**R**OCHESTER.—(Chatham 2231.)

**W**ROTHAM HEATH.—(Borough Green 4.)

**R**OOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

**I** NEED post-war Hillman immediately.—30, Ryecroft Rd., S.W.16. Tulse Hill 2788 (day). [0739

**A**LMOST new Hillman required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0858

**1940** model onwards required.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [9286

**C**ASH buyers of low mileage Hillman Minxes, distance no object.—Hatton's, Lord St., Southport. Tel. 2268. [0792

**C**.M.I. CAR SALES wish to buy good Hillman cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6803

**A**LBONS, of Barking, purchase for cash post-war Hillman cars.—105-7 Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

**B**IRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

**R**AYMOND WAY, the hire-purchase specialists, are still buying Hillmans, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0862

**N**OTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloon and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552

**Hillman Spares and Service**

**N**ORMAND, Ltd.

**M**ODERN equipment handled by a skilled staff ensures good service.

**N**ORMAND, Ltd., 405-9 King St., W.6. Riv. 3665. [0227

**N**ORTH London.

**R**OBERT CHIDLEY, Ltd. (Main Dealers), 653, High Rd., Tottenham, N.17. Tel. Tottenham 2920. Factory recon. engines, axles and gear boxes; all spares for Hillman from 1936 onwards, specialists tools, workshop, breakdown service and information available. [0188

**N**ORTH and Central London.

**C**ATTERMOLES (GARAGES), Ltd., for Hillman spares, sales and service.—78-80, Pentonville Rd., N.1. Terminus 1001-7. [0364

**L**ONDON & COUNTIES MOTOR MART, Ltd.

**H**ILLMAN repair specialist (30 years), well-equipped works servicing, reboring and complete overhauls, spare parts stocked.—79-91 Kings Rd., Fulham, S.W.6. Renown 1185. [0676

**C**ARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 0254. [0720

**F**OR Hillman 1936-46 mudguards, running boards.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0397

**Hispano-Suiza Spares and Service**

**H**ISPANO spares and all repairs.—G. Briand, 47, Tamworth Rd., Croydon. Cro. 1742. [8017

**HORSCH**

**£575**.—1948 (reg.), £10 tax (1938 model), Horsch 5-litre l.h.d. drop head foursome, a magnificent vehicle for the connoisseur at a fraction of its actual worth.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8883

**HOTCHKISS**

**H**AROLD RADFORD & Co., Ltd.,

**S**OLE concessionaires.

**S**ALES and service

**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642

**C**HIPSTEAD MOTORS, Ltd., 197 Fulham Rd., Kensington, London, S.W.3.

**H**OTCHKISS 2½-litre sports 4-seater, approximately 13,000 miles since new, specimen car.

**H**OTCHKISS drop head coupes, immaculate condition, choice of 3, 1937/38/39 G.S. or P.N.

**H**OTCHKISS P.N. late 1939 sports saloon, beautiful condition, radio, and host of extras. Flaxman 0052/7253/7154. [3252

**P**ARIS-NICE Hotchkiss, exceptionally smart streamlined saloon, blue, spotless condition, small mileage, reg. 1939; £850.

**W**ADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [9015

**245** gns.—Hotchkiss, 1931, 3-litre foursome sports coupe, black, brown leather, rear luggage trunk, good tyres, very carefully used, exceptional condition, cost over £600; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead, (Hampstead Tube). Hampstead 6041. [9832

**Hotchkiss Cars Wanted**

**C**HIPSTEAD MOTORS, Ltd., Onslow Garage, 197, Fulham Rd., Kensington, S.W.3, are keen buyers of late models. Flaxman 0052. [1042

**Hotchkiss Spares and Service**

**H**OTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington (Tel. Kensington 6642 (5 lines). [0615

**H.S.M.**

**C**ASS'S MOTOR MART.—1941 H.S.M. Triumph sports 2-seater, fitted 2-litre 8-cyl. super sports engine, large quantity of spares.—5, Warren St., W.1. Euston 4110. [5643

**H.R.G.**

**H**AROLD RADFORD & Co., Ltd.,

**S**OLE distributors for London and Home Counties, offer:—

**N**EW and unused H.R.G. cars available for immediate delivery.

**1947** (Sept.) H.R.G. sports 2-seater, speedometer reading 16,000 miles, special body by Mayfair.

**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [8357

**H.R.G. Spares and Service**

**C**HARLES FOLLETT, Ltd., have a large stock of spares.

**S**HOWROOMS: 18, Berkeley St., W.1. May. 6266.

**S**PARE parts.

**S**ERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0594

**HUDSON**

**D**ICKS CAR SALES offer:—

**1938** Hudson 17 saloon, very roomy body, just fitted reconditioned engine; £450.

**1939** Hudson 22hp coupe, most attractive car; £495.

**D**ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [8584

**H**AROLD RADFORD & Co., Ltd.,

**1949** (Feb.) Hudson Commodore Saloon; left-hand drive; colour grey; speedometer reading 16,000 miles; in first-class condition throughout.

**H**AROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [9246

**H**UDSON Terraplane 1937 17hp limousine, six seats, excellent hire car, one owner; £350.

**G**EE CARS, Ltd., 60-62, Queenstown Rd., S.W.8. Mac. 3363. [8382

**H**UDSON 1937 4-seater coupe 28.8, one owner; £225.—Tel. Mon.-Fri. before 5 p.m., Morris, Reliance 1291. [9145

**G**ATEHOUSE offer 1939 (first registered) Hudson 22hp saloon; £455.—Gatehouse Motors Ltd., Highgate Village, London, N.6. Mou. 4444. [9220

**C**ASS'S MOTOR MART, 1940 Hudson 112 16.9 3/4-seater coupe, just recellulosed black, recently overhauled by makers, written guarantee.—5, Warren St., W.1. Euston 4110. [9781

**1938-9** Hudson Straight Eight Country sports saloon, 28.8hp, English body by Coachcraft, excellent condition, low mileage, recently overhauled, 5 new tyres; what offers?—Box 2025. [9394

**Hudson Cars Wanted**

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Hudson from 1937 onwards. Wembley 8691-2. [0961

**H**UDSON 1939/40 17hp saloon urgently wanted for special client.—Dicks Car Sales, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [8489

**Hudson Spares and Service**

**S**PIKINS (TWICKENHAM), Ltd., the Hudson distributors, for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1055-6-7. Telegrams: Spikins, Twickenham. [0568

**HUMBER**

**C**AR MART, Ltd.

**1949** Humber Hawk saloon, heater, 5,000 miles; £1,675.

**1950** Humber Hawk saloon, 7,000 miles; £1,750.—Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212. [9575

**T**OM GARNER, Ltd., offer

**1950** Humber Super Snipe Mark II saloon, black with brown leather, 2,000 miles only.

**1950** Humber Hawk saloon, Mark III, black with brown leather, 12,000 miles.

**T**OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [9163

**D**ICKS CAR SALES offer:—

**1950** (reg.) Humber Super Snipe saloon, positively as new, low mileage; £775.

**D**ICKS CAR SALES, Ltd., 385-401 High Rd., Kilburn, Maida Vale 6888-9. [9774

**M**cKINNON MOTORS Ltd., offer:—

**S**EVENTEEN hundred miles only, Humber Hawk saloon de luxe; six months' written guarantee; trade enquiries welcomed.

**M**cKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey, established 1906. Tel. Wallington 3404. [9193

**W**ARWICK WRIGHT Ltd., offer:—

**1950** Humber Super Snipe 27hp saloon, black, brown leather, radio, 5,000 miles.

**1950** Humber Super Snipe 27hp, black, brown leather, 7,000 miles.

**1949** Humber Super Snipe 27hp saloon, steel grey, grey leather, 9,000 miles.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9867

**C**HARLES FOLLETT, Ltd., offer:—

**1949** Humber Super Snipe saloon, one owner, 23,000 miles, guaranteed.

**18**, Berkeley St., W.1. May. 6266.

**S**ERVICE, works and stores: 12, Wellesley Ave., W.6. Riv. 1413. [9416

**M**EBES & MEBES, Ltd. (Est. 1893) offer:

**1935** Humber 16hp de luxe saloon, blue leather upholstery, coachwork, mechanical condition and tyres good, taxed; £250.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [9741

**G**UY SALMON AUTOMOBILES, Ltd., offer:—

**1949** Humber Super Snipe, H.M.V. radio and heater; £1,695.

**1946** Humber Super Snipe saloon, exceptional original condition; £895.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9597

**G**ORDON CARS (LONDON), Ltd.—1950 Humber Hawk saloon, green.—Below.

**G**ORDON CARS (LONDON), Ltd.—1950 Humber Super Snipe, black.—Below.

**G**ORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe, grey.—Below.

**G**ORDON CARS (LONDON), Ltd.—1949 Humber Super Snipe, black.—Below.

**G**ORDON CARS (LONDON), Ltd.—1949 Humber Hawk saloon, black.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [9496

**H**UMBER Super Snipe, 1949, 15,000 miles, black, heater, radio; £1,695.—Esher 1234. [9462

**H**UMBER Super Snipe, first registered 1947; £650, offers.—H. Wiffen, Archway 4041. [9375

**1950** model Humber Super Snipe, gunmetal, low mileage, as new, immaculate; £1,875.

**B**RIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2362. [9756

**1**/8/36 27hp Humber Pullman f/f occasionals, immaculate; £375.—11, Keswick Rd., Putney. Van. 3137. [9595

**1950** (April) Humber Hawk saloon.—Autoworks Ltd., Winchester. Tel. Winchester 4834/5406. [9199

**1949** Humber Snipe, perfect order, 15,000 miles, black; £850.—Tel. 3334, Basildon, Billericay, after 7. [9383

**1949** series Humber Super Snipe, grey, grey leather, heater.—Odeon Motors, Ltd., Barnet 4100. [9276

**1947** Humber Super Snipe, black; £1,120.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [9404

**1949** Humber Super Snipe, black; £1,695.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [9397

**H**UMBER Imperial sports saloon, 1938, one careful owner since new, exceptional condition; £495.—Esher 1234. [9463

**1949**/50 Humber Hawk, 8,000 miles, mist green, as new; £1,575.—Palmer, 12, Church St., Luton 4212. [9884

**1939** Humber 16hp saloon, nice order throughout, £395; 3 months' guarantee; terms and exchanges.

**J**ACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [7948

**R**OYS AUTOMOBILES, Ltd., offer:—1936 Humber 12 saloon, good condition, £295.—127, Parkway, N.W.1. Euston 2700. [9849

**1948** Humber Super Snipe, immaculate, black, brown leather interior; £975.—Palmer, 12, Church St., Luton 4212. [9885

**595** gns.—1940 Humber 16.9hp de luxe saloon, recond. engine, leather upholstery, exceptional condition; deposit £210.

**1939** Humber Super Snipe, 27hp de luxe saloon black, leather upholstery, fully equipped luxurious car; £495, deposit £165.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [8564

**G**OLDERS GREEN, H. A. SAUNDERS, Ltd., 1950 Humber Hawk saloon, green, brown hide, 12,000 miles, guaranteed.—Below.

**H**. A. SAUNDERS, Ltd., 1950 Humber Hawk saloon, green, heater, radio, 9,000 miles, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m.-9 p.m. [9673

**1947** Humber Hawk saloon, black and fawn upholstery, fitted radio, small mileage, in exceptional condition; £925.

**J**OHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [7506

**H**UMBER 17hp saloon, black, in exceptionally good condition; £685.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960. [7366

**1937** Humber Snipe, low mileage, in very nice condition throughout; £450.—C. L. Caudrey, Little Chalfont 2027 (Bucks). [9380

**1949** (October) Humber Hawk saloon, one owner, mileage 9,000; £1,595.—Winchester Motor Co., Ltd., Winchester, Hants. Tel. 5231. [9031

**1948** Humber Super Snipe, low mileage, gunmetal, loose covers; trade enquiries welcomed.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [3611

**1950** (May) Humber Hawk; black, brown interior; HMV radio; 9,000 miles; £1,625.—N. W. Nash & Co., Ltd., 52 City Rd., Roath, Cardiff. Tel. Cardiff 2755. [9140

**1949** Humber Super Snipe, finished in metallic grey, with grey hide upholstery, fitted heater, in immaculate condition, 12,000 miles; £1,650; terms, exchanges.

**M**ASON BROTHERS (MOTOR SHOWROOMS), 151-155, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. Open week-ends. [9539

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## HUMBER

**1937** Humber 17 saloon de luxe, immaculate throughout, three months' written guarantee; £345.—Value Cars, Ltd., 362, Upper Richmond Rd., East Sheen. Prospect 7520. [9748

**1939** Humber 16 saloon, reconditioned engine, black, brown leather; £695.—Acres Autos, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [9268

**1949** (Jan.) Humber Super Snipe saloon, almond green, brown leather upholstery, 20,000 miles only, fitted heater, carpets covered since new; the condition of this car is comparable with a considerably small mileage and is in showroom condition throughout. £1,725.

PHŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Tel. Vigilant 1121. [9955

**725** gns.—Humber Pullman, August 1937, 27hp 7-seater double-enclosed limousine, black, leather upholstery, winding partition, face-forward occasionals, wheel discs, unworn heavy duty tyres, bills for £250 overhaul, carefully used, exceptional condition; terms, exchanges; Rowland Smith.—Below.

**495** gns.—Humber Snipe, Nov. 1938, 21hp de luxe 4-door saloon, grey, sliding head, green leather, excellent condition; taxed; terms, exchanges; Rowland Smith.—Below.

**395** gns.—Humber Snipe, 1937 model, 27hp de luxe 4-door saloon, black, sliding head, green leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [9812

**A & S** LIMOUSINES 1949 (Phase-II) partition, widest occasionals, black, small mileage, £1,695; delightful condition. Seen:—

ALPE & SAUNDERS (100 Limousines: Lists posted), Providence Court, Grosvenor Square. Mayfair-2941. [9236

### Humber Cars Wanted

R

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

R

ROOTES, Ltd.,

DISTRIBUTORS.

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

I NEED post-war Humber immediately.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 1288 (day). [0750

**1950** Humber Super Snipe saloon.—Autowork, Ltd., Winchester. Tel. Winchester 4834/3406. [9203

CASH buyers of low mileage Humber Hawks, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0795

BRITISH & COLONIAL MOTORS, Ltd., require good Humber cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9422

BIRMINGHAM and Midlands.—Low mileage Humber modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0086

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46381. [0553

HUMBER Hawk wanted, late model, in exchange for Austin A90 convertible, new May, 1950, under 3,000 miles, power operated hood, radio and heater, stored for 9 months owing to illness; seen Reading.—Box 1974. [9043

### Humber Spares and Service

DE NORMANVILLE gearboxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0780

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories.

## INVICTA

**1949** Invicta foursome d. h. coupe, 9,000 miles, colour cream and brown; £1,895.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [9191

## JAGUAR

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7843).

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BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

HENLYS, Ltd., England's Leading Motor Agents. [002

CAR MART, Ltd.

**1947**/8 Jaguar 1½-litre saloon, radio; 6 months' guarantee; £1,200.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9573

DICKS CAR SALES offer:—

**1937** S.S. 100 2½-litre 2-seater, very fast, special body; £475.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [2814

BROOKLANDS for individuality.

**1950** Jaguar Mark V saloon, beige, fitted loose covers, radio, speedometer reading 9,000.

BUY or sell your car at

**103**, New Bond St., London, W.1. Mayfair 8351-6. [9305

ROSE & YOUNG, Ltd., offer:—

**1947** Jaguar 1½-litre, special equipment, black, one owner; £975.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [8615

PHILIP RICKARDS Ltd., offer:—

**1950** Jaguar 3½ saloon, black, 4,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [9212

SWANMORE CAR SALES, Boscombe.

**1950** Jaguar 3½ Mark V saloon, green, low mileage, exceptional car.

**1950** Jaguar 2½ Mark V saloon, grey, nominal mileage.

**1950** Jaguar 2½ Mark V saloon, black, low mileage.

**1948** Jaguar 2½ saloon, silver, low mileage.

EXCHANGES and terms.—Swanmore Car Sales, 1176-1160, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [9088

MEBES & MEBES, Ltd. (Est. 1893), offer:—

**1937** Jaguar 2½-litre 4-door saloon, metallic bronze, grey hide upholstery, coachwork, mechanical condition and tyres excellent; £495.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [9740

GORDON CARS (LONDON), Ltd.—1947 Jaguar 3½-litre saloon, green.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 2½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1947 Jaguar 1½-litre saloon, grey.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9496

ACLAND & TABOR, Ltd., Welwyn 481, offer with 3 months' guarantee:—

**1947** Jaguar 3½-litre 100 model sports 2-seater, specially built in 1947 for well-known Rally driver, maintained regardless of cost, low mileage, in almost new condition, finished black with red leather upholstery; unique opportunity to purchase one of these fine cars well below list price; £950.

**1938** Jaguar 3½-litre 4-door saloon, finished black with beige leather upholstery, complete overhaul costing £185 in 1950, excellent condition throughout; £595. [9699

**2**-seater lavender grey Jaguar 2½-litre 100, 16,000 miles only, condition as new.

ENQUIRIES invited.—Apply L. R. Clark, 27, Walcot Rd., Swindon. Tel. 3417-8. [9046

**1940** 3½-litre Jaguar, excellent condition throughout, new tyres all round; £650.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter Street 121. [5234

BEARTS of Kingston, Jaguar specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin 3348.

**1948** Jaguar 3½-litre saloon, fitted radio, heater, discs, one owner, superb condition; £1,350.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [9478

**1950** Mark V Jaguar saloon, 3,800 miles.—Autowork Ltd., Winchester. Tel. Winchester 4834/3406. [9196

**1948** Jaguar 1½-litre saloon, green, green leather, 14,000 miles only, exceptional condition, special equipment.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [9630

**1947** Jaguar 3½-litre saloon, radio; £1,095.—Clarke & Simpson, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [8976

R. P. HOWELL MOTORS, Ltd., for Jaguar cars. East London main agents, 321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

**£550**—Jaguar 1½-litre 1939 4-door sports saloon, good cellulose, chrome, etc., engine rebored, sleeved, new carb., £40 radio; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [9019

JAGUAR, 1939, 1½-litre d. h. coupe, recent engine overhaul, new hood, tyres, etc., good condition; £485 or near.—Tel. Leeds 73572. 6-7 p.m. [9143

**1950** (March) 29 Jaguar 2½-litre, black, 13,000, immaculate; £2,150.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [8561

**1939** Jaguar 3½-litre coupe, immaculate condition, black; £625.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2288. [8560

**1937** 2½-litre Jaguar saloon, Henley reconditioned engine, fitted radio, almost new tyres, taxed, £250.—Lynch Garage (opp. G.P.O.), Uxbridge, Middx. Tel. 128. [9681

**1948** series (November, 1947) Jaguar, 1½-litre, special equipment saloon, black and fawn upholstery, low mileage, one owner, all in exceptional condition; £1,045.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [7505

**1946** (November) Jaguar 1½-litre special equipment, grey, red leather, one owner; £945.—Vandervell's (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [6330

**1939**/40 S.S. Jaguar 1½-litre saloon, one owner, most carefully maintained and in excellent condition; £585.—Dudley & Cobbold, 208, The Broadway, Wimbledon. Liberty 7576. [9743

**1947** (March) Jaguar 1½-litre special equipment saloon, heater and demister, Ace discs, black, red leather, 15,000 miles, in absolutely outstanding condition; £1,050.—Box 2049. [9711

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1947, metallic grey with red leather, excellent condition, moderate mileage; £995; choice of two other 1947 models in stock.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, very popular type model, original black finish, with brown leather, sound order; £495.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, attractively refinished in Jaguar green, engine just decoked in our workshops, clutch relined, back axle overhauled, specially recommended; £595.

CAMDEN MOTORS.—Jaguar 2½-litre foursome drop head coupe, 1938, late registration, thoroughly sound mechanical order, good hood and five new Dunlops, Ace discs, etc., attractive fawn finish; £495.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, Jan., 1948, specimen car, one very careful owner since new, genuine low mileage; £1,345.

CAMDEN MOTORS.—Jaguar Mark V saloon, just covenant free, authenticated mileage 4,350, condition literally indistinguishable from brand new; £2,450.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, September, 1948, immaculate Jaguar green, coachwork and interior unmarked, fitted H.M.V. push-button radio, heater and every luxury, low mileage; £1,495.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1947, one very careful owner since new, superb order throughout, heater and radio, discs, etc.; £1,145.

CHOICE of three other 1947 models at prices from £1,095.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, October, 1946, black with red leather, speedo reading 19,450, but could easily be taken for under 10,000 miles; £975.

CAMDEN MOTORS.—Jaguar 3½-litre foursome drop head coupe, 1939, in very good condition for a pre-war Jaguar, good hood and tyres, outstanding mechanical order; £595.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1939, metallic grey with red leather, fitted radio, heater and discs, stored war years, moderate mileage; £615.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1938, immaculately refinished in metallic bronze with fawn leather interior, retrimmed with new fawn pile carpets, wood fillets all repolished, chrome work replated and the whole car in post-war condition, engine thoroughly overhauled by distributors last month; £575.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue; nearly 400 cars ready for inspection and purchase; hire purchase, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers to any part of the country. [9516

**1948** series (Nov., 1947) Jaguar 3½-litre black saloon, £10 tax, Ace discs, coachwork, mechanical condition and tyres excellent; £1,350.—Berry, Lincoln St., Brighton, 7. Tel. Brighton 27513. [9708

**1938** [illegible] Jaguar [illegible] black, fitted H.M.V. push-button radio, immaculate condition; perfect mechanical order; £525.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7558

**1950** (May) Jaguar 2½ Mark V saloon, black, brown leather, H.M.V. wireless, heater, one owner, nominal mileage.—Beardmore Service, Ltd., 26, Queensway, Hyde Park, W.2. Bayswater 0136-7-8. [9795

**1947** Jaguar 1½-litre special equipment saloon, fitted H.M.V. radio, Ace wheel discs, silver gunmetal, splendid condition throughout; £995.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9808

OFFERS wanted.—1947 Jaguar 3½-litre saloon, 18,000 miles only, superb, unmarked, as new, condition throughout cleaner than many 1950 cars.—Whiteside, The Gables, Dilloway St., St. Helens, Lancs. Tel. 5440. [9473

**1948** Jaguar 3½ saloon (8/6/48), black/brown hide, H.M.V. radio, Ace discs, chauffeur maintained, taxed, Dunlops as new; £1,375; exchanges.—Imperial Motor Mart, Jaguar Distributors, Cheltenham 2065. [9324

**1947** Jaguar 3½-litre saloon, in black, brown interior, radio, heater, etc., in absolutely first-class condition, licensed to December; £1,175.—Hunham's, Ltd., Penn Hill Garage, Branksome, Bournemouth. Tel. Parkstone 2. [9962

**£650**—3½-litre Jaguar drop head coupe; this vehicle is identical with post-war model and being so immaculate has been consistently mistaken for post-war model worth £1,250; this vehicle is excellent and no one would believe it to be 12 years old; 3 months' guarantee; hire purchase, exchanges.

LAMB'S of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9856

S.S.100 3½-litre, 1938, new engine and high ratio axle fitted last year, property of engineer, scrupulously maintained, lately recellulosed grey and almost unmarked, now doing 17-18 mpg, oil consumption 1,600 mpg, owner loath to part but finds 4-seater necessary, outstandingly good example this marque, demonstration arranged London or Midlands; £650.—Stobart, Banks, Brampton, Cumberland. Tel. Brampton 137 evenings. [9128

**1941** model S.S.100, registered December, 1940, hardly used until 1946, late property of elderly gentleman with Rolls-Royce and Bentley cars, total mileage genuine 30,000, carpets, leather and bodywork as new and unworn, mechanically this car is perfect, brakes, clutch, splines, back axle, engine all tight with no sign of wear whatsoever, colour of bodywork British racing green; this is virtually a new pre-war car having been regularly maintained by Rolls-Royce distributors; this car has not been done up, it is a genuine unworn sports car, which is better than most new ones; price £675.—Tel. Holborn 3352. [9657

### Jaguar Cars Wanted

H

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2287)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444).

GREAT West Road (Ealing 3477). Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141)

MANCHESTER.—1-5, Peter St. (Blackfriars 7843.)

HENLYS, Ltd., England's Leading Motor Agents. [0028

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### Jaguar Cars Wanted

R

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD), Ltd.,

URGENTLY wanted, good condition, post-war Jaguar cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0243

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars. —Telephone Palmers Green 1205/7173. [3727

CASH immediately for good Jaguar.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9732

WEMBLEY COURT MOTORS, Jaguar main dealers, urgently require used Jaguar cars for cash.

WEMBLEY COURT MOTORS, High Rd., Wembley. Arnold 5221-2. [3261

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH buyers of low mileage 1½-litre Jaguars, distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0794

CLARKE & SIMPSON want only the best examples from 1938 onwards.—73-79, Cadogan Lane, S.W.1. Slo. 4727. [8178

BRITISH & COLONIAL MOTORS, Ltd., require good Jaguar cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9424

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Jaguar from 1937 onwards. Wembley 8691-2. [0962

WANTED, 1949-50 Jaguar 1½-litre saloon, covenant free, no dealers.—Robinson, Elm Copse, Woodlands Rd., Gt. Shelford, Cambs. [6753

JAGUAR saloon wanted, either 1947/49 1½ or 1946/49 2½/3½, fullest details and price.—Allen, 9, Cambray Court, Cheltenham 52330. [8026

**1946/8** Jaguar saloon urgently required, in good condition.—J. R. Inwards, Ltd., main dealers for West Middlesex. High St., Ruislip 3033-4-5. [0899

ROSE & YOUNG, Ltd.—Mark V Jaguar urgently required.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [8481

MARK V 1949/50 2½ or 3½ Jaguar required by private purchaser (West Country), having available maximum of £1,800-1,900.—Watts, 2, Weston Crescent, Horfield, Bristol, 7. [9151

### Jaguar Spares and Service

H

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd. Deansgate 6216-7.

QUICK completion of repairs. [0563

FOR 1938-1949 Jaguar 3½-litre:—

ENGINE, complete, £135; gear box, complete, £60; chassis frame, £35; 4 springs complete with shackles, £16 (brand new); 1 rear axle complete (brand new), £75; 1 front axle c./w. hubs, track rod, etc., £17/10; 2 brand new wheels 5.50×18, £6 each.— John Jordan, Sandy, Beds. [9069

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station, Green Lanes, N.13. Palmers Green 1205/7173. [3729

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacements units and repairs facilities.—Bath Rd., Slough. Tel. 22394. [0430

R. P. POWELL (MOTORS), Ltd., East London distributors for Jaguar cars, sales, service and spares. —321, Romford Rd., Forest Gate, E.7. Maryland 4818-9

WEMBLEY COURT MOTORS SERVICE STATION.— Comprehensive range of all Jaguar spares in stock; specialized service and maintenance for Jaguar cars.— Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

### JEEP

**1950** (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps' detachable bodies, utilities; 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

METAMETS 12 Jeep conversions retain all advantages of Jeeps, yet offer comfort of luxury sports car; 6 months' guarantee, over 20 mpg, optional commercial registration.—100b, Belsize Lane, N.W.3. [0537

AUTOWORK Ltd., Winchester; principal Jeep specialists, large stock many reconditioned; long chassis utilities; trailers, spares, exchange units.—Station Hill, Winchester. Tel. Winchester 4834/3406. [9198

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd. —Jeep spare parts, home and export; all spares stocked; exchange plan, engine, gear box, water pump, etc., new hoods, gasket sets, brake linings, etc.— 331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0033

### Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0944

### Jeep Spares and Service

**100**% Jeep firm, all spares by return, or over counter, small or large quantities. — Wick Autos (see under Jeeps). [0366

METAMET for all Jeeps spares, exchange unit service; expert Jeep repairs; to order spares 'phone Hampstead 8231.—100d, Belsize Lane, N.W.3. [0539

AUTOWORK (WINCHESTER), Ltd., principal Jeep stockists, all spares and exchange units; Jeeps and trailers.—Station Hill, Winchester. Tel. Winchester 4834/3406. [8001

### JOWETT

WARWICK WRIGHT, Ltd., offer:—

**1949** Jowett Javelin saloon, maroon, beige leather, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8918

### JOWETT

H

M

BENTLEY & PARTNERS, Ltd.

**1950** Javelin saloon de luxe, maroon with fawn leather, 15,000 miles, H.M.V. radio; £1,325.

**9**, Albemarle St., London, W.1. Tel. Grosvenor 5551. [8891

**1950** Javelin de luxe, black.

**1950** Javelin de luxe, turquoise blue.

**1949** Javelin, choice of two.

CLARKE'S, of Pirbright, Jowett Distributors. Brookwood 2201. [0332

**1949** Jowett Javelin de luxe saloon, beige, beige leather upholstery, recorded mileage 13,000, heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [9839

**1949** Jowett Javelin saloon, 16,000 miles, radio.— Autowork Ltd., Winchester. Tel. Winchester 4834/3406. [9197

**1949** Javelin saloon, one owner, low mileage, chauffeur maintained, superb condition, guaranteed; £1,175.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [9077

JOWETT and Javelin main agents, spare and specialised service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [2412

**1949** Javelin 1½-litre saloon, one owner, low mileage, black with beige leather, radio and heater, as new, guaranteed; £1,195.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [9076

MARRIOTT'S GARAGE, Worthing, leading West Sussex agents for Javelin and Bradford. Spares (including pre-war). Service. Tel. 1583. [0575

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service. —Eden Park Garage, 485, Upper Elmers End Rd., Beckenham, Kent. Tel. Beckenham 2565. [0302

**1948** (December) Jowett Javelin saloon, finished golden sand, leather upholstery, in first class order throughout, 18,000 miles, one owner.—Shaw Motors, Ltd., 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [8281

**1950** Javelin saloon de luxe, metallic grey, red leather upholstery, many of the latest improvements, under 9,000 miles; terms, exchange; £1,350. —Godfreys, Ltd., 228-234, London Rd., Croydon. Croydon 3641-2. [9464

**1949** Javelin de luxe saloon, golden sand/beige leather, heater, one owner, very clean; three months' guarantee; terms and exchange; £1,125. —Trinity Cars, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [9834

NAYLOR & ROOT, Ltd.—1950 Jowett Javelin saloon, green, beige upholstery, 10,000 miles, unblemished condition throughout; £1,175; 3 months' guarantee; choice of 100 quality cars; demonstrations free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 each weekday, including Saturday. [9588

**1948** Jowett Javelin saloon de luxe, handbuilt coachwork with 1950 engine; 10,000 miles; beautifully kept and regularly serviced; HMV radio, heater, automatic Lucas screen washer, cigar lighter, twin spotlights, twin reverse lights, 2 Lucas pass lights, seat covers, rubber floor mats, 5 chrome Ace Rimbellishers, 4 new Goodyear tyres; owner emigrating; best offer over £1,300.—Mackenzie-Low, Dorset House, Hastings Rd., Bexhill-on-Sea, Sussex. [9142

### Jowett Cars Wanted

R

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

H. M. BENTLEY & PARTNERS, Ltd.,

WISH to purchase Javelin cars.

**9**, Albemarle St., London, W.1. Tel. Grosvenor 5551. [0757

WANTED 1938-39 Jowett 8hp saloon; private.—149, Tentelow Lane, Southall 3910. [9109

COLLIVER-FISHER, Ltd., will always buy a Javelin. —Northwood, Middx. Tel. 777 (4 lines). [0500

ALMOST new Jowett required; cash payment.— Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0852

LOW-MILEAGE Jowett Javelin saloon de luxe.— Harold Radford & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [7308

RAYMOND WAY, the hire-purchase specialists, are still buying Jowetts and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0863

### Jowett Spares and Service

NEWNHAMS, Ltd.

JAVELIN and Bradford main agents, spares and service specialists.—Newnham House, 235-9, Hammersmith Rd., W.6. Riv. 4646. [0415

JOWETT-BRADFORD.—For quick repairs or any spares try Bunting's Jowett Agency. Harrow 1908.

MILESTONE'S (SERVICE GARAGE), Ltd., main agents Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch, trade or private.—Tel. Erith 2469, 2629. 308, Erith Rd., Bexleyheath. [0571

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spares and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

CROYDON.—Godfrey's, Ltd., for full Jowett service and comprehensive range of spares.—228-234, London Rd., Croydon. Cro. 3641. [0463

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.— G. W. Wilkin, Ltd., 1, Weston Park, and 84, Eden St. Kingston 2241-2. [0870

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and main agents; over 28 years' Jowett experience, spares and service. [0759

### LAGONDA

GLANFIELD LAWRENCE offer:—

**1947** registered Lagonda Rapier, superb mechanical condition, new hood, side screens, tonneau cover; £395.—407, High Rd., N.12. Finchley 0091. [9780

### LAGONDA

BROOKLANDS for individuality.

LAGONDA distributors; latest models for demonstration; catalogues on request.

**1938** Lagonda 4½-litre sports tourer, duo-tone beige, immaculate throughout.

BUY or sell your car at

**103**, New Bond St., London, W.1. Mayfair 8351-6. [9306

HAROLD RADFORD & Co., Ltd.,

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0264

CHARLES FOLLETT, Ltd., offer:—

**1938** Lagonda 12-cyl. short chassis saloon, gunmetal, green leather, 34,000 miles only, complete overhaul by makers recently, outstanding example; £1,450.

**18**, Berkeley St., W.1. May. 6266.

SERVICE, works and stores: 12, Wellesley Avenue, W.6. Riv. 1413. [9419

PERFORMANCE CARS.—See our advertisement under Sports Cars. [2186

**1935** Lagonda 4½ sports saloon; £325.—25, Sandy Lane North, Wallington, Surrey. Tel. Wallington 4050, or Croydon 4928. [7051

**1934** 4½-litre Lagonda pillarless saloon, excellent mechanical condition, very good coachwork both externally and internally; £345.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [9352

DAVIES MOTORS, Ltd. (managing director J. E. Davies, 20 years service manager to Lagonda, Ltd.) offer a good selection of used Lagondas, including a V.12 drop head coupe.

**273**, London Rd., Staines. Tel 3457-8, or (private) Walton 1562. [0287

**1935** Lagonda 3½ saloon, black, H.M.V., taxed, exceptional car; exchanges and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [9089

**1939** Lagonda V12 2-3-seater drop head coupe, Sanction II engine, recent complete overhaul, beautiful condition, very fast; £1,695.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [9154

**695** gns.—Lagonda 1937 model 4½-litre 4-door pillarless saloon, green, sliding head, grey leather, Ace discs, Jackalls, Windtone horns, good tyres, excellent condition; cost £1,125; terms, exchanges.—Rowland Smith, below.

**425** gns.—Lagonda Rapide 1935 (reg. 1936) 4½-litre pillarless 4-door sports saloon, black, sliding head, brown leather, unworn Dunlop tyres, Windtone horns, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

**395** gns.—Lagonda, Sept., 1935, 16/80hp de luxe 4-door saloon, fawn and black, sliding head, fawn leather, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [9835

**1936** 4½-litre pillarless saloon, L.G., 45 engine, laid up for many years and since checked over, quite faultless throughout, exceedingly quiet, £725. —Columbia Motors, 61, Poole Hill, Bournemouth. Bournemouth 3524. [5719

### Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

### Lagonda Spares and Service

**3**-litre Lagonda engine, less cylinder head, rebored .010, £45.—John Jordan, Sandy, Beds. [9070

LAGONDA owners are advised to contact the manufacturers for service, overhauls and spares for the 4½-litre and V.12 models; service engines in stock.

LAGONDA, Ltd., Service Department, Victoria Rd., Feltham, Middlesex. Tel. Feltham 2291. [0308

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

**273**, London Rd., Staines. Tel. 3457/8, or (private) Walton 1562. We are open on Saturday mornings. [0217

### LANCHESTER

BROWN'S for Lanchesters.

**1940** (model) Lanchester 14hp saloon de luxe, immaculate condition; £695.

**1939** Lanchester 14hp sports saloon de luxe; £695. Brown's Garage, Loughton (Essex) 4119 (Tube). [9253

**1939** Lanchester 10hp saloon, beige, immaculate; £525.—Below.

**1937** Lanchester 14hp Roadrider saloon, black, very clean; £368.—Below.

**1936** Lanchester 10hp 4-door saloon, blue, quite exceptional; £350.—Below.

ALL in splendid mechanical condition, written guarantee.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [9779

**1939** Lanchester 11hp saloon, recently overhauled, excellent order, £525.—Apply, 166, Mile End Rd., Colchester, Essex. Tel. 2469. [7961

SPINK (BOURNEMOUTH), Ltd., engaged exclusively in the distribution of Daimler and Lanchester cars; consult us when buying or selling; all spares and every service.

DAIMLER House, Bournemouth. Tel 5405. [0545

WALTER SCOTT, Ltd.—1936 Lanchester 11 de luxe saloon, black, a genuine and exceptional one owner car; £365. Terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [7473

**1938** (July) Lanchester 14hp de luxe saloon, engine and fluid flywheel reconditioned, exceptional coachwork; £495.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8272

R. S. CURRIE & Co., Ltd.—1939 Lanchester Roadrider foursome drop head, engine just reconditioned throughout, finished in grey, blue leather, fitted radio, specimen car; £795.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [7466

**1939** Lanchester 14 Roadrider semi-razor edge drop head coupe, synchromesh gear change, telecontrol s/a, radio, wind trumpet, etc., finished in two tones of blue; whole car in outstanding condition; £725. —Peter Bantock Car Sales, 104, High Rd., Chiswick, W.4. Chiswick 2725 5870. [979

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**Lanchester Cars Wanted**

C

M

THE CAR MART, Ltd., London distributors, wish to purchase Lanchester cars.—150, Park Lane, W.1. Grosvenor 3434. [0965

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Lanchester 10s, distance no object.—Hattons, Lord St., Southport. Tel. 2268.

LONDON CARS require good used 11/14hp Lanchester saloons, later models preferred; traders also please note.

LONDON CARS, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2643. [4108

STRATSTONE, Ltd., wish to purchase Lanchester cars in good condition; prompt inspection and payment.—40, Berkeley St., W.1. (Mayfair 4404.) [9265

**Lanchester Spares and Service**

ARCOT MOTORS, Ltd.

ARCOT MOTORS, Ltd.—Preselector gear boxes: exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0146

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sales and service.—Kidderminster Rd., Croydon 5775. [0689

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3.

**LANCIA**

JOHN S. TRUSCOTT, Ltd., for Lancia Aprilia.

ONLY first-class examples are offered.

FULL details of current stock on request.

EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274. [9317

LANCIA Aprilia, 1938 model, thoroughly overhauled; £625.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [9351

1937 Lancia Aprilia, fitted with 1939 wheels, new battery, tyres, etc.; £575.—Tel. Bay. 1644. S. & S. Motors, 165a, Westbourne Grove, W.11. [9298

1939 Lancia Aprilia with lovely Farina drop head coupe, speedometer reads 6,000 miles, believed genuine, car last taxed in 1939; £1,275.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [9155

£525—One of the rare Lancia Astura models; December, 1939, 8-cyl engine, fully independent suspension all round, powerful Servo brakes, ride control and automatic chassis lubrication; fitted with luxurious sports saloon body by Super Leggera, automatic air conditioning, very good tyres, two spares; car in excellent order; the fastest and most expensive model in the Lancia range.

BRIAN FINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3351. After 6, Tulse Hill 4755. [9601

**Lancia Cars Wanted**

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2393. [0343

LANCIA Aprilia latest models wanted.—A. Freeman, Ltd., Grosvenor Garage, Burnage Lane, Manchester, 19. Rus. 2874-5. [0077

KEVILL, DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2563. [0506

JOHN S. TRUSCOTT, Ltd., urgently require low-mileage, really well-kept Lancias.—173, Westbourne Grove, W.11. Bay. 4274. [9319

**Lancia Spares and Service**

LANCIA (ENGLAND), Ltd., sole representatives of the famous Italian company, have at times a choice of several cars for disposal, in first-class condition (including reconditioned engine); all repair work carried out by our staff of specialist mechanics and genuine Lancia factory made spare parts only used; spare parts for all models available and supplied at short notice; for information regarding used cars for sale, reconditioning, general service, technical data and latest modifications, apply to Lancia Works, Alperton, Wembley (Perivale 5656). [0320

**LEA-FRANCIS**

RUSSELL MOTORS offer:—

1949 Lea-Francis sports 2-seater, 8,000 miles only, metallic blue, any trial or examination.

THE above car subject to any trial or examination.

RUSSELL MOTOR (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [9251

BROOKLANDS for individuality.

1949 Lea-Francis sports 2-seater, metallic blue, small mileage, excellent condition.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [9507

CHARLES FOLLETT, Ltd., sole distributors, London and Home Counties, offer:—

1950 Lea-Francis 14hp saloon, I.F.S., black, brown leather, one owner, 7,000 miles only, as new, guaranteed; £1,575.

1949 Lea-Francis van model, I.F.S., one owner, 10,000 miles, guaranteed; £1,050.

1947 Lea-Francis 14hp saloon, grey, one owner, heater, at present undergoing complete check-over; £1,025.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, 12, Wellesley Avenue, W.6. Riv. 1413. [9414

1948 (Sept.) sports roadster, blue, 13,000 miles, one very careful owner; £995.—Campbell, Symonds, Perivale 4456. [8944

**Lea-Francis Cars Wanted**

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

12, Wellesley Ave., W.6. Riv. 1413. [0595

**Lea-Francis Spares and Service**

LEA-FRANCIS CARS, Ltd.

SPARES and service for all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0392

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0596

**Lincoln Cars Wanted**

SIMPSON'S MOTORS (WEMBLEY), Ltd., urgently require all models Lincoln from 1937 onwards. Wembley 8691-2. [0669

**LINCOLN-ZEPHYR**

1939 Lincoln-Zephyr saloon, radio, taxed December, excellent condition; £750.—Richardson, 114, Chaplin Rd., London, N.W.2. Willesden 5822. [9376

1938 Lincoln-Zephyr 37hp de luxe 4-door saloon, sun roof, radio, spotlamps, serviced since new by sole concessionaires; beautiful original condition; £550.—Deane, 31, Ventnor Villas, Hove 58718, Sussex. [9922

**LLOYD**

1949 (October) Lloyd 650 roadster, red and cream, as new; £425.—Box 2062. [9931

**MERCEDES-BENZ**

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 230 Mercedes-Benz 20hp 4/5-seater drophead in immaculate condition; Continental steering; first registered 1939; taxed December; £850.

1938 type 540K Mercedes-Benz with Offord 4-5-seater drop head body, a one owner car, in exceptionally good condition; maintained entirely by advertiser.—Victoria 8715. [7499

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3, offer:—

MERCEDES-BENZ 36/220 s/c. 2-seater.

MERCEDES-BENZ Type 200 foursome drop head, radio, etc., reconditioned.

S.S. K s/c short chassis road racing 2-seater, original condition, works serviced, terrific performance; £10 tax.—Flaxman 0052/7253/7154. [3551

MERCEDES-BENZ 16 drop head, first registered 1936, taxed, insured; £425.—J. King, 4, Dorset Sq., N.W.1. [9444

1938 (November) Mercedes-Benz type 230, 20hp, decarbonised this month by Mercedes-Benz, 4-door sports saloon by makers, probably one of the finest of this type in the country; £995.—Robertson, Slo. 4709. [8670

**Mercedes-Benz Cars Wanted**

CHIPSTEAD MOTORS, Ltd.—Service and overhauls carried out by experts.

CHIPSTEAD MOTORS, Ltd., always buy good Mercedes.—Onslow Garage, 197, Fulham Rd., Kensington, S.W.3. Flaxman 0052. [9618

**Mercedes-Benz Spares and Service**

MERCEDES-BENZ (GREAT BRITAIN), Ltd., Sales Service and Spares, 111, Grosvenor Rd., S.W.1. Victoria 8715-6. Night Service: Victoria 3144. [7002

**MERCURY**

JOE THOMPSON (MOTORS), Ltd., offer:—

1947 Mercury saloon, colour black, fitted radio and heater, guaranteed 16,000 miles, one owner.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856. [1760

JOE THOMPSON (MOTORS), Ltd., offer:—

1949 Mercury convertible coupe, electrically operated hood and windows, a specimen car.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4856. [9263

1946 (Nov.) Lincoln Mercury close coupled 5-seater 2-door saloon, finished beige with cord interior; heaters, defrosters, etc.; one owner; genuine post-war model in perfect condition; £1,375 or near offer.—20, Leamington Rd., Coventry. Tel. 68225. [9928

1949 model Mercury eight convertible six-seater coupe, equipped with overdrive—absolutely the last word in supreme elegance, host of electrically operated accessories including push button controlled hood, push button operated windows with additional driver's master control panel, push button adjustable seats, dual controlled air horns, operated by foot or hand, sealed Searchbeam spotlamp mounted driver's side of screen with internally operated adjustments, push button built-in radio, air conditioner, demister, defroster—in fact every luxury that can possibly be embodied in a car. The actual appearance alone is spectacular to a degree, the mouth organ front being of super modern design—wheel covers form an integral part of the bodywork, a wide single chromed moulding runs full length of the car which sets off the immaculate cream cellulose, wheels are fitted extra large chromed rimbellishers and whitewall tyres. We will not try to describe the mechanical condition, which is definitely in a class by itself, the way the car looks—the way it goes—the way it sounds leaves little doubt as to its magnificent qualities, offered with a written guarantee by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines). Twenty-seven other American cars in stock, together with nearly 400 cars of other makes. Write for post free catalogue. Hire purchase; part exchanges; free delivery anywhere in the United Kingdom. Fares refunded to any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [9508

**Mercury Cars Wanted**

COWLEY MOTORS desire to purchase a 1940 or later model Mercury or Ford super de luxe convertible, excellent price paid for the specimen model.—Cowley Motors, American Auto Dealers, 473, Cranbrook Rd., Ilford, Essex (5 minutes from Gants Hill Tube Station). Tel. Valentine 1066. [9292

**M.G.**

CAR MART, Ltd.

1949 M.G. TC 2-seater, 2,000 miles; £965.

1947 M.G. TC 2-seater, 5,000 miles; £850.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9570

BROWN'S for M.G.s.

1939 M.G. 10hp T.A.-type drop head coupe, sports 2-seater, completely reconditioned engine just fitted, bodywork immaculate; £535.—Brown's Garage, Loughton (Essex 4119 (Tube). [7190

**M.G.**

ELITE MOTORS offer:—

1949 M.G. T.C., cream, 6,000 miles; £850.

1949 M.G. T.C., powder blue, immaculate; £835.

1947 M.G. T.C., choice of two, from £685.

1946 M.G. T.C., choice of two, one fitted with radio and twin Windtone horns; £675.

1938 M.G. T.A., new hood and sidescreens; £485.

1937 M.G. T.A., red, really fast car; £375.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474 (four lines). [9765

WOODBAIN CARS offer:—

£235—M.G. 8hp J.2 sports 2-seater, red.

£225—M.G. 8hp J.2 sports 2-seater, red.

£189—M.G. 12hp K-type Magnette 4-seater, new hood.

MANY others; terms.—Woodbain Cars, the M.G. Specialists, 6 & 10, Eton Garages, Eton Avenue, Swiss Cottage, N.W.3. Primrose 9435. [9407

TOM GARNER, Ltd., offer:—

1949 M.G. T.C. sports 2-seater, red with red leather, 11,000 miles.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [9165

ROSE & YOUNG, Ltd., offer:

1949 M.G. T.C. 2-seater, small mileage, fitted twin horns, luggage rack, etc., finished red, with beige leather; £765.—Below.

1947 M.G. T.C. 2-seater, exceptional condition, finished green with beige leather; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9534

H. A. SAUNDERS, Ltd., Radlett.

1946 (December) M.G. T.C., new engine and reconditioning 1,000 miles ago, immaculate.—Radlett 6167. [9958

BROOKLANDS for individuality.

1950 M.G. 1½-litre saloon, metallic green, speedometer reading 4,000.

1950 M.G. 1¼-litre saloon, metallic bronze, speedometer reading 10,000.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [9508

H. A. SAUNDERS, Ltd., offer:—

1950 M.G. 1¼-litre saloon, black with red upholstery, demister, fog lamps, twin horns, etc., 2,000 miles; £1,425.

836-142, High Rd., N.12. Hillside 0024. [9180

WARWICK WRIGHT, Ltd., offer:—

1950 M.G. 1¼-litre saloon, green, green leather, 3,000 miles.

1950 M.G. 1¼-litre saloon, black, beige leather, 2,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9863

H. M. BENTLEY & PARTNERS, Ltd.

1940 (May) M.G. 1¼-litre sports saloon, maroon with maroon leather, 27,000 miles only, new tyres; £765.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [6592

WADDINGTON MOTORS, Ltd., offer:—

1946 (August) M.G. T.C. roadster, in very nice condition; £480.—Fortune Green Rd., N.W.6. Ham. 2211. [7167

MAYFAIR GARAGES, Ltd., for your M.G.—Below.

MAYFAIR GARAGES, Ltd.—1939 T type Tickford drop head coupe, black with red upholstery, new hood, very smart car with outstanding road performance, equipped to standard specification, three months' guarantee; £525.—Below.

MAYFAIR GARAGES, Ltd.—1939 model T type sports 2-seater, red, red leather, excellent all-weather equipment, five good tyres, well cared for by previous owner, outstanding condition throughout, three months' guarantee; £485.—Below.

MAYFAIR GARAGES, Ltd., Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104/5. Open 9-6. Sats. 9-12. [6502

PERFORMANCE CARS.—See our advertisement under Sports Cars.

BRUTONS, Ltd.—1940 M.G. T.B. 2-seater, red, good tyres, taxed year, immaculate.—13-14, Osten Mews, Emperor's Gate, S.W.7. Western 1242. [6862

1949 M.G. T.C. sports 2-seater, 12,000 miles; £880.—Below.

1947 M.G. T.C. 2-seater, splendid order; £670.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9849

1950 M.G. T.D. 2-seater, black, red leather, 6,000 miles, spare unused, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952/3/4. [9628

1946 M.G. T.C., black with red leather.—Grove Motors, North Rd., Southall 3477. [8242

M.G. 2-litre de luxe saloon 1939, black; £525.—Taylor, 7, Lynton Gdns., Bush Hill Park. Lab. 5161. [9709

1946 M.G. T.C., black with green leather, excellent performance; £645.—Wim. 5044. [9148

£350—M.G. 2-litre 1937 4-door sports saloon, leather interior, sliding roof; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [9020

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3348.

1934 P.A. M.G. 2-seater, blue, new hood, new tyres, excellent condition; £285.—Hughes, 85, Oyster Lane, Byfleet. [9655

FOR sale, 1934 M.G. J.2, reconditioned crankshaft, new rings, tyres good; £230 or near offer.—R. O. Dusart, 85, High St., Lewes. [9652

CASS'S MOTOR MART.—1938 M.G. 2-litre saloon, exceptional condition, written guarantee.—5, Warren St., W.1. Euston 4110. [8814

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**M.G.**

**325** gns.—M.G. Midget, 1937 model, 10hp T 2-seater, Abingdon blue, blue leather; terms, exchanges.—Rowland Smith, below:—

**265** gns.—M.G. Midget, 1934 model, 8hp J2 2-seater, green, green leather, very good condition; terms, exchanges.—Rowland Smith, below:—

**195** gns.—M.G. Midget, 1934, 8hp P 4-seater, red, good tyres; terms, exchanges.—Rowland Smith, below:—

**325** gns.—M.G. Magnette, Sept. 1935, 12hp K.N. pillarless 4-door sports saloon, black, sliding head, blue leather, excellent condition; terms, exchanges.—Rowland Smith, below:—

**495** gns.—M.G., 1939, 2.6-litre 4-door sports saloon, bronze, sliding head, fawn leather, de-misters, good tyres; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9836

**1939** M.G. 1½-litre V.A. red tourer, in perfect condition, £175 spent recently; £525.—Write Challen Sharp, 33, Iffley Rd., Oxford. [9457

**1948** M.G. T.C. 2-seater in green, one owner, low mileage; £775.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [9544

M.G. T type 2-seater, first reg. 1946, completely overhauled, £475 cash for quick sale.—110, Cranmer Court, Sloane Ave., S.W.3. Tel. Kensington 9794. [9592

**1938** M.G. 1½-litre drop head, special body by Salmon, immaculate condition throughout; seen London; offers over £600; private.—Box 2028. [9458

**1949** (July) M.G., green, 10,000 miles, spotless; open A.A. or R.A.C. inspection; £775.—Anderson, Waterside St., Irvine, Ayrshire. Tel. 3245. [9640

**1947** M.G. T.C. 2-seater, green, 20,000 miles, excellent condition; £765.—Dreyfus, 37, Wordsworth Drive, Cheam. Tel. Museum 4040. Ex. 9, during day. [9662

GORDON CARS (LONDON), Ltd.—1950 M.G. saloon, bronze, red leather, 12,000 miles, particularly attractive.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611 [9490

**1947** M.G. T.C. model, maroon, perfect condition throughout, 15,000 miles only; £775.—N. W. Nash & Co., Ltd., 53, City Rd., Roath, Cardiff. Tel. Cardiff 2755. [9139

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. 1947 T.C. 2-seater, reconditioned engine just fitted, car as new.—Flaxman 0062/7253/7154. [9253

**£335**.—P.B. late '36, 100% condition throughout, green finish, immaculate, owing to family reasons would exchange for best saloon offered.—14, Ely Crescent, Redcar. [9643

**1938** M.G. T.A., metallic grey, green upholstery, good tyres, very nice car; £450.—Ambassador 1061-2. Great Western Motors, Ltd., 6-8, Bishopsbridge Rd., W.2. (Paddington station.) [7825

ROYS AUTOMOBILES, Ltd., offer:— A beautiful little 1934 M.G. J.2 model in red, really smart and snappy; £267/10; also a good 1935 T model at £295.—127, Parkway, N.W.1. Euston 2700. [7540

**1939** M.G. TB model sports 2-seater, black, with pigskin upholstery, in immaculate condition, very carefully maintained; £485.—Dudley & Cobbold, 208, The Broadway, Wimbledon. Liberty 7576. [9744

CAMDEN MOTORS.—M.G. Midget Special Airline sports coupe, scarce model, unique and attractive lines, remote control gears, knock-on wheels, rev counter and all the trimmings, good tyres; bargain at £295.

CAMDEN MOTORS.—M.G. Midget 8hp roadster, Series PA 1936, British racing green, new hood and 5 new Goodyears, engine overhauled last month, stoneguards, quick fillers, windtones, etc., very potent little bus; £325; also choice of two other PA models, one red, one cream.

CAMDEN MOTORS.—M.G. Midget Series TA model, June 1938, two owners only since new, stored 4½ years, moderate mileage, attractive Salvadore blue finish, fawn leather, hood and tonneau cover almost brand new; £445.

CAMDEN MOTORS.—M.G. Midget Series TA model 1939, cream, with green wings and upholstery, excellent all-round condition, engine just decoked, brakes relined and steering overhauled; £475.

CAMDEN MOTORS.—M.G. Series TA model 1939, late registration, original maroon finish, new hood and all new Dunlops, several expensive extras; £495.

CAMDEN MOTORS.—M.G. Midget Series TB 1940, a little sparkler, condition definitely up to post-war standard; coachwork, chrome and interior quite immaculate, twin mellow tones, Notek, special Bluemels Brooklands steering wheel, outstanding mechanical order; £595.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase, part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [9515

OFFERS wanted, or exchange saloon, January, 1950, M.G. T.C. 2-seater sports, 4,000 miles only, pale blue, absolutely beautiful and as new.—Whiteside, The Gables, Dilloway St., St. Helens, Lancs. Tel. 3440. [8727a

**1949** (late) M.G. T.C., 7,000 miles only, faultless throughout, genuine unmarked showroom condition, many extras, inspection invited.—Tel (day) 66312. Call evenings 20, Chester Crescent, Newcastle, Staffs. [9034

**1950** T.C. M.G., 9,000 miles, ivory, red leather, immaculate condition, as new, extras over £80, probably the finest and latest T.C. in the country; £935.—Cook, 9, Redgate Drive, Hayes, Kent. Hurstway 2791. [9108

**1937** series M.G. type T.A. sports, 2-seater, fitted with B.M.W. type 40 engine, 1,820 miles since complete overhaul, hood, tonneau cover and side curtains, recently renewed, capable of over 100mph, all in postwar condition; £425.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [7507

**1938** M.G. 2-litre sports saloon, beautiful condition, running-in from rebore and reground crankshaft, seen Exeter, London or Leeds by arrangement; nearest £550; small hp car in part exchange.—Langley, 5, Rock Park, Barnstaple. [9380

**1933** M.G. Midget J.2, red, beautiful condition throughout, bodywork unscratched, all chrome parts as new, excellent engine and chassis, practically new tyres all round, new battery, hood, side screens complete, an attractive looking car; £275.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575 [8592

**M.G.**

**1950** (February) M.G. T.D. 2-seater, black and chromium, green leather, unmarked, speedometer reading 4,300, thoroughly recommended, written guarantee; £1,125; terms, exchanges.—H. F. Edwards, 154, Gt. Titchfield St. W.1. Langham 0012. [9721

M.G. TC, choice of two; one May 1949, green, 15,000 miles, one owner, £795; the second January 1950, 18,000 miles, colour red, one owner, £895; both cars in immaculate condition.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9861

**1937** M.G. OA. 2-seater, black, pale blue leather, silver wheels, new works engine, carburettors, pumps, etc., new sidescreens; exceptional condition; any exam.; taxed, £450.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [7792

**1939** (January) M.G. 2.6-litre de luxe saloon, speedo reading 36,000, engine completely overhauled 6,000 miles back, finished black, leather upholstery, discs, 5 practically new tyres, Philco radio, fog lamps, taxed June; £595 with written guarantee; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., E. Finchley Station, . 2. Tudor 2301-2. [9554

TWO-LITRE M.G. saloon, 1939; owned by an engineer since new; thoroughly well maintained during its whole life, recently fitted new engine (not a reconditioned engine), low mileage, an outstanding car in most excellent condition, good reason for selling, £750; taxed and insured until December.—Hanwell Engineering Co., Ltd., Countess Rd., Northampton. [6980

**M.G. Cars Wanted**

C

M

THE CAR MART, Ltd., wish to purchase M.G. cars.—320, Euston Rd., N.W.1. Euston 1212. [0968

R

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be perfect condition.—369 Neasden Lane, N.W.10. Gladstone 2088 [7643

T.A. M.G. wanted; cash limit £375.—Haddock, 16, North St., Wilton, Salisbury. [9930

PRIVATE buyer requires 1938 T.A.; £350 limit.—5a, Aboyne Drive, S.W.20. Malden 3057. [9582

APPROACH us first before disposing of your M.G. car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [9606

URGENTLY required, low mileage 1948-50 M.G. 1¼ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1698

RAYMOND WAY, the hire-purchase specialists, are still buying M.G.s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0865

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C or T.D. M.G., urgently.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [7974

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G., telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridges clock). Mayfair, W.1. Mayfair 3104-5. [0696

CHILTERN CARS are buyers of all types of M.G., open, closed or drop head coupe, especially the following: C, D, M, J, PA, PB, TA and TB-type Midgets; K and N-type Magnettes; L-type Magna; 1½-litre; 2- and 2.6-litre; 14/40 and 18/80.—11a, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [9420

**M.G. Spares and Service**

U M Ltd.,

THE sole London distributors for M.G. cars.

UNIVERSITY MOTORS, Ltd., 7, Hertford St., Mayfair, W.1. Tel. Grosvenor 4141. [0505

W. JACOBS & SON.

WE specialise in spares and repairs for all models of M.G. cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660. [0486

2 new M.G. shock absorbers for 1937-38 2-litre, £5 each.—John Jordan, Laburnum Road Garage, Sandy, Beds. [9068

M.G. spares.—Vertical drives, rockers, valves, road springs, front aprons, rear tanks, J2 windscreens, chromium plated luggage grids, M type clutch plates, prompt and courteous service; see P. & A. column.

DERRINGTON, 159, London Rd., Kingston 5621-2. [6898

M.G. engine, axle, gear box, reconditioning, recon. exchange blocks, cranks, rockers, v/drive, dynos, etc.; new rocker shafts, bushes, valves, guides, springs, gaskets, wire wheels supplied and repaired, road springs, new and reconditioned.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3083. [0433

TOULMIN MOTORS specialise in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types P, J, T and L, and N, Magnette; exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or 'phone Toulmin Motors, The Roundabout, Hanworth, Middlesex. Tel. Molesey 4401. [0349

**MINERVA**

**£150**.—Genuine 1936 Minerva 26hp 7-seater long chassis limousine, good condition but engine requires attention, unrepeatable opportunity, no offers.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490 [8885

**MORGAN**

DICKS CAR SALES offer:—

**1949** Morgan 10hp sports 2-seater, superlative order; £725.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [7482

**£345**.—1937 Morgan 4/4 2-seater, general condition impeccable.—Tel. Crawley 91. [9476

**1938**/39 Morgan 4/4 2-seater, good condition, black; £360; weekend only.—11, Pembroke Avenue, Hersham. [9636

**MORGAN**

**1950** (April) Morgan 4/4 sports 2-seater, black 2,400 miles; a new car in every respect; £895.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9864

**Morgan Cars Wanted**

R

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0949

CASH immediately for good Morgan.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9727

RAYMOND WAY, the hire-purchase specialists, are still buying Morgans and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0866

**Morgan Spares and Service**

MORGAN 4/4 official spare parts stockist; service and repairs: Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Eal. 0570. [0728

**MORRIS MINOR**

H. A. SAUNDERS, Ltd., offer:—

**1949** Morris Minor saloon, maroon with beige leather upholstery, 11,000 miles; £625.

**836**-842, High Rd., N.12. Hillside 0024. [9186

PHILIP RICKARDS, Ltd., offer:—

**1949** Morris Minor saloon, grey, 9,000 miles.—4, Brick St., Park Lane, London, W.1 Grosvenor 4772-3. [9209

CHARLES RICKARDS, Ltd., offer:—

**1950** (May) Morris Minor saloon, maroon, one owner, genuine 2,500 miles since new, faultless condition throughout; £945.

ALSO a good selection of genuine low mileage cars offered with our 3 months' guarantee.

**56**, Bayswater Rd., W.2 (next door Lancaster Gate Tube Stn., 5 mins. from Marble Arch). Pad. 1880. [9071

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

**1949** Morris Minor tourer, grey with beige upholstery, mileage 12,000, snowroom condition taxed till December; £750.—D. J. Shepherd & Co. (Enfield) Ltd. 456, Hertford Rd., Enfield. Howard 1651

**1950** Morris Minor tourer, mileage 2,000.—Basil Roy Ltd., 161, Gt. Portland St., W.1. Langham 7733. [9582

**1949** (Oct.) Morris Minor tourer, green, genuine mileage 7,000, perfect; £825.—T. H. Nice & Co., Ltd., Ely, Cambs. [9124

**1950** Morris Minor saloon; £950, 6,500 miles, as new.—C. A. Peto, Ltd., 43, North Audley St., W.1. Mayfair 3051. [9402

**1950** Morris Minor tourer, finished in maroon, with beige upholstery, 10,000 miles, as new; £795; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. Open weekends. [9538

**1949** Morris Minor saloon, 11,000 miles, plastered with extras; £795.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [9547

**1950** Morris Minor saloon, excellent, guaranteed; £825, payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [9939

**1950** (December 1949) Morris Minor tourer, maroon, 9,000 miles only; £790.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [8559

ARCHIE SIMONS & Co., Ltd.—1949 (Aug.) Morris Minor tourer, low mileage, exceptionally nice condition; £795.—94, Gt. Portland St., W.1. Lan. 1343. [9373

**1950** Morris Minor saloon, beige with fawn leather, 8,000 miles, excellent; £825.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [9230

MORRIS MINOR saloon, 1950, 5,000 miles, many extras including radio.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [9366

JARVIS & SONS, Ltd., offer Morris Minor tourer, green, 1st reg. Nov. 1949, mileage 7,000; a magnificent guaranteed car; £835.—Morris House, Morden Rd., S.W.19. Liberty 4656. [9905

**1950** Morris Minor saloon, 6,000 miles, choice of two, green, £925; also 1949, black, £875; part exchanges and deferred terms.—Chain Garages, Ltd., Hangar Lane, Western Ave., Ealing, W.5. Perivale 4404-5. [9551

**1950** (April) Morris Minor saloon, 5,000 miles, one owner, black, beige leather, many extras, as brand new, any exam.—Seymour & Clements, 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [779

**Morris Minor Cars Wanted**

C

M

THE CAR MART, Ltd., wish to purchase Morris Minor cars.—320 Euston Rd., N.W.1. Euston 1212. [0716

I NEED post-war Morris Minor immediately.—21, Kirkstall Rd., S.W.2. Tulse Hill 1288 (day). [0745

ALMOST new Morris Minor required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0854

**MORRIS EIGHT**

J. CORYTON, Ltd.

USUALLY have an 8hp Morris for sale; for details telephone.

**139**/149, Fulham Road, S.W.3. Ken. 1410. [8243

COACHCRAFT offer:—

**1946** Morris 8 (April), very good running order, leatherwork and general condition of interior clean, but needs recellulosing; £425.

COACHCRAFT, Elm Rd., Evesham. Tel. 6530 [9695

ROUNDABOUT offer:—

**1942** Morris 8 series E, black with brown leather upholstery; £475.

ROUNDABOUT GARAGE, Western Ave., Greenford, Middx. Waxlow 1071-5. [9175

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## MORRIS EIGHT

DICKS CAR SALES offer:—

**1938** Morris 8 saloon, recent new engine, choice of two; from £325.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [6582

**1939** Morris 8 saloon; £375.

DOUGLAS CAR SALES, 806-822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [8817

**1938** Morris 8 saloon, recelluloised; £325.—Below.

**1935** Morris 8 open tourer, well maintained; £240. —Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9348

**1948** Morris 8 saloon 4-door, one owner, black, very good condition; £695.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [9904

MORRIS 8 1947 black saloon, perfect; £625; no dealers.—Loughton, Essex 4439. [9118

GOLDERS GREEN.—H. A. Saunders, Ltd., 1948 Morris 8 saloon, green/beige, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Morris Minor saloon, grey/beige, guaranteed.—Below.

**1950** Morris Minor saloon, maroon/beige, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m. to 9 p.m. [9669

**1948** Morris 8 series E 4-door saloon, green, 16,000 miles only, one owner; £745.

HUNGERFORD MOTORS, Ltd., 201-3, Upper Richmond Rd., S.W.15. Putney 0222 and 3360. [9255

**1947** Morris 8 saloon; £600.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254.

**1950** Morris 8 saloon, one owner.—Colin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2338. [9713

MORRIS 8, 1941, in excellent condition throughout, low mileage, private owner; £450.—Tel. Richmond 5767. [9044

GATEHOUSE offer: 1938 Morris 8 saloon; £345.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [9221

**£190**—1936 series Morris 8 4-door saloon de luxe, green and black, leather interior, excellent runner, good tyres, bargain.—Below.

**£199**—Genuine 1938 Morris 8 de luxe saloon, taxed year, good runner, excellent tyres, leather interior, body requires attention.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9878

**1936** Morris 8 saloon, excellent condition, one owner, taxed year; £225.—Dalston Motors, 517, Kingsland Rd., Dalston, E.8. Clissold 4943. [8629

ROYS AUTOMOBILES, Ltd., offer:— A really beautiful 1939 Morris 8 2-door saloon, new tyres, loose covers; £385.—127, Parkway, N.W.1. Euston 2700.

**1947** Morris 8hp de luxe saloon, black, brown leather; £620.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [8271

**1946** (September) Morris 8 2-door saloon, sliding roof, black with brown hide, low mileage; £550.—Pantiles Service Garage, London Rd., Guildford 5326. [9791

**1936** Morris 8hp 2-door saloon, maroon and black, sunshine roof, new engine and battery, in very good condition throughout; £250.—49, High St., Redhill, Sy. Tel. 1171. [9654

**1938** (March) Morris 8 4-seater tourer, low mileage, really magnificent throughout, one owner, £347/10; another similar 2-seater, £310.—348, King St., Hammersmith. Riv. 2837-8. [8622

**£95** or by instalments (£45 deposit).—1932 Morris 8 4-door saloon, free 12 months 3rd party insurance; 3 months' written guarantee.—Stuart Wilton, 353, Finchley Rd., London, N.W.3. Hampstead 5712 and 8582 [9716

**1937** series Morris 8hp open 4-seater tourer, green, good chassis and engine, body in original condition, requires recelluloiding; £250.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4641. [8626a

**1940** Morris 8hp saloon, 2 doors, sunshine roof, finished in blue with black wings and blue leather interior, taxed for the year, over 40 mpg, excellent tyres; this car is mechanically very good and is extremely quiet; open to any examination; £395; terms and exchanges.

MAIDSTONE ENG. Co., Cross St., Pendleton, Salford, 6, Manchester. Tel. Pen. 3457. [9957

### Morris Eight Cars Wanted

I REQUIRE post-war Morris 8 urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (day). [0747

ROWLAND SMITH'S, the Morris 8 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 8s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

C.M.I. CAR SALES wish to buy good Morris 8 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6801

REQUIRED urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [2639

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 8, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0867

## MORRIS TEN

NEWNHAMS, Ltd.

**1947** (Dec.) Morris 10 saloon, black with brown, excellent condition; £725.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [9778

PALMERS MOTORS offer:—

**1938** Morris 10 saloon, original condition, £425; 3 months' written guarantee; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890 or 7087. [9604

MONTROE MOTORS offer:—

**1938** Morris 10 coupe, duo-beige; £425.

MONTROE MOTORS (N.H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [8739

**1946** Morris 10 saloon, black, as new throughout; £675.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [9477

AVAILABLE to the trade, low mileage 1948 Morris 10. —Gerry Browne Motors, 24, Leinster Mews, London, W.2. Paddington 5232. [0713

**1939** Morris Series M. 10 saloon, black; £540.—Cranmore. Tel. 2040 Potters Bar. [6757

**1938** Morris 10, new headlining and carpets, to be resprayed, practically new motor; £425; £135 down, balance 12-18 months.

KINGS AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537. Open week-days 9 a.m. to 7.30 p.m. [9909

MORRIS 10 1939 saloon, reconditioned engine, taxed, smart appearance; £450.—Derby Motor Co., 125, Woods Lane, Derby. Tel. 2349. [9411

**£175**—1934 Morris 10 4-door saloon, reconditioned engine, 2 new tyres, new king pins and bushes.—Monahan Motors, 258, London Rd., West Croydon. [6512

**1947** Morris 10, black, brown leather, immaculate; £735.—Hendon Central Garage, Ltd., 44/46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [1778

**1947** model Morris 10 de luxe, black, brown leather, sun roof, well maintained and in good condition, first registered October, 1946, any trial; £650.—Ewell 2661. [8713

MORRIS 10 saloon, absolutely as new, rebuilt with many 1951 features; this car, although 1939, is equal to new; re-upholstered, new engine and carpets; £650.—Midland Motor Co., Traffic St., Derby. Tel. 2349. [9410

**695** gns.—Morris 10, December, 1947, de luxe 4-door saloon, black, sliding head, brown leather, one owner, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9822

### Morris Ten Cars Wanted

URGENTLY required, post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [6801

I NEED post-war Morris 10 urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day). [0748

POST-WAR Morris 10 Series E wanted.—Bowen, Hillside Garage, Edgware. Tel. Edgware 4464-5.

ROWLAND SMITH'S, the Morris 10 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 10s; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

C.M.I. CAR SALES wish to buy good Morris 10 cars.—Swiss Cottage, Finchley Rd., Hampstead, N.W.3. Primrose 4405. [6802

RAYMOND WAY, the hire-purchase specialists, are still buying Morris 10s, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0868

## MORRIS TWELVE

**1936** Morris 12hp; £259 cash or terms.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [8914

**1937** Morris 12, very good mechanical condition; £365.—Barnes Garages, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [8902

**1937** Morris 12 de luxe fixed head coupe, excellent condition, taxed year, Radiomobile; £390.—Cottage Hotel, Hope Cove, Kingsbridge, Devon. Galmpton 213. [9647

### Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris 12 buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Morris 12s and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0869

## MORRIS FOURTEEN

**1938** Morris 14, new engine, 6,000 miles, excellent condition, one previous owner; £350.—Leeming, Turnpike Farm, West Kington, Chippenham, Wilts. [9134

**1939** Morris 14 saloon de luxe, black, with brown leather upholstery; an entirely reconditioned engine still to be run-in; this car is mechanically perfect, bodywork excellent; an ideal car for the larger type of family; bargain £465.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [9621

## MORRIS TWENTY-ONE

TANKARD & SMITH, Ltd., offer 1950 Morris 21, in green with matching upholstery, speedometer reading 9,000 miles, which from the beautiful condition of the whole car must be genuine; £1,375; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [9085

## MORRIS TWENTY-FIVE

**1939** (registered 1946) Morris 25 saloon, guaranteed; £295; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [9753

## MORRIS OXFORD

BROOKLANDS for individuality.

**1950** Morris Oxford saloon, maroon, speedometer reading 7,000.

BUY or sell your car at

**103**, New Bond St., London, W.1. Mayfair 8351-6. [9309

**1950** Morris Oxford saloon, black, brown upholstery, recorded mileage 8,700, heater.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [9842

GOLDERS GREEN.—H. A. Saunders, Ltd., 1950 Morris Oxford saloon, maroon/beige, 10,000 miles, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Morris Oxford saloon, green/beige, 9,000 miles, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m. to 9 p.m. [9670

JARVIS & SONS, Ltd., offer a selection of low-mileage Morris Oxford saloons from £1,195.—Morris House, Morden Rd., S.W.19. Liberty 4656. [9906

**6000** miles.—1950 (April) Morris Oxford saloon, black, heater, etc.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only, please.) [9760

### Morris Oxford Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

I REQUIRE post-war Morris Oxford urgently.—30, Ryecroft Rd., S.W.16. Tulse Hill 1288 (days). [0749

ALMOST new Morris Oxford required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0656

## MORRIS SIX

H. A. SAUNDERS, Ltd., Radlett.

**1949** Morris Six saloon, 10,000 miles.—Radlett 6167. [9937

GUY SALMON AUTOMOBILES, Ltd., offer:—

**1950** Morris Six saloon, 10,000 miles, H.M.V. radio, immaculate, £1,375.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [9696

GOLDERS GREEN.—H. A. Saunders, Ltd., 1950 Morris Six saloon, maroon/beige, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Morris Six saloon, green/green hide, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Morris Six saloon, maroon/red hide, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m. to 9 p.m. [9671

**1950** Morris Six saloon de luxe, green, green upholstery, heater, recorded mileage 6,700; choice of 2.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [9843

**1950** Morris Six, finished in fawn with brown hide upholstery; 1,000 miles; as brand new; £1,375; terms, exchanges.

MASON BROTHERS (MOTOR SHOWROOMS), 151-153, Fitzwilliam St. (off The Moor), Sheffield, 1. Tel. 24687. Open week-ends. [9540

**1200** miles.—1950 Morris Six saloon.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9434

**1950** saloon, black, H.M.V. radio, heater, loose covers, carefully serviced; £1,275.—Campbell Symonds, Perivale 4456. [5301

**1950** Morris Six saloon, heater, maroon, 10,000 miles.—Leslie Matthews & Co., 97, Bristol St., Birmingham, 5. Midland 2297. [9095

GORDON CARS (LONDON), Ltd.—1950 Morris Six saloon, black, 6,000 miles.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9491

**4000** miles, 1950 (May) Morris Six saloon, green, heater.—Ernest Sutton, Cleeve Hill, 95 (Cheltenham). (Trade enquiries only please.) [9763

**1950** (May) Morris Six de luxe saloon, loose covers, heater, 10,000 miles, absolutely as new; £1,295.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [8611

MORRIS Six saloon, 1950, 9,000 miles, finished in green with green interior, fitted heater.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [9367

**1950** Morris Six saloon, green, 1st regd. 15/12/49, fitted loose covers, 10,000 miles, indistinguishable from new; £1,250.—Ray Powell, Ltd., 113-5, Fairlop Rd., Leytonstone, E.11. Ley. 3366. [9954

**1950** (May) Morris Six saloon, green, green leather, H.M.V. radio, heater, roof rack, 2,000 miles only, unblemished throughout; £1495; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 4274. [9514

## MORRIS MISCELLANEOUS

**1948** Morris 10 4-door saloon, grey, brown leather; £825.—Also

**1949** (Sept.) Morris Six saloon, radio and heater, black and beige hide; £1,275.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9359

TANKARD & SMITH, Ltd., offer the choice of many Morris 8s, 10s and 12s from their vast stock of over 200 used cars all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3. [0379

### Morris Miscellaneous Cars Wanted

R

S

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0624

CASH immediately for good Morris.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9728

CASH buyers of low-mileage Morris Minor, Oxford and Six; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0798

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Morris from 1937 onwards. Wembley 8691/2. [0670

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Morris retailers, require cars in first-class condition. Mayfair 5242. [0814

APPROACH us first before disposing of your Morris car.—Tankard & Smith, Ltd., 194-196, Kings Rd., S.W.3. Flaxman 4801-3. [9609

### Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0471

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

FOR Morris mudguards, running boards, 1930-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0584

## NASH

NASH 600 Super 6 24hp right-hand drive 6-seater touring saloon, 1947, a very distinctive car of elegant design and super modern appearance, with new look front and additional horizontal chromed bars decorating hood nose, extra large type bumpers flowing into front fenders, parking lights recessed flush with head lamps, the whole car immaculately finished in black and upholstered throughout in best quality leather, interior fitted out with every conceivable luxury—"weather eye" air conditioner, defrosting and demisting, push button built-in radio, automatic door lights, etc., smooth, powerful engine which puts up a most satisfying performance, combined with a definite degree of economy offered with a comprehensive written guarantee by

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines).—Twenty-seven other post-war American cars in stock, together with nearly 400 cars of other makes; write for post-free catalogue; hire purchase; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9502

### Nash Cars Wanted

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Nash from 1937 onwards. Wembley 8691-2. [0668

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## OLDSMOBILE

JOE THOMPSON (MOTORS), Ltd., offer:—

LATE model Oldsmobile convertible coupe with Rocket engine.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [9264

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1939 6-cyl Oldsmobile saloon, in exceptional condition; £625.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield Surrey [0113

1935-6 Oldsmobile saloon, a good runner, wireless; £115.—Lynch Garage (opposite G.P.O.), Uxbridge, Middx. Tel. 122. [9580

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties: Lex Garages, Ltd., 2, Lexington St., W.1 (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

OLDSMOBILE 6, series 66, super de luxe touring saloon, 1948 model, equipped at extra cost with Hydromatic clutchless drive, a supremely elegant post-war car, typifying as it does the modern lines demanded by this modern age—full 6-seater body of the most capacious kind in which headroom, leg room and width have been given pride of place, luggage locker providing fully enclosed accommodation for all needs; immaculate finish in Salvadore Blue with ultra modern front appearance, super heavy chromed mouldings to front grille, wide chromed rubbing strip extending full length of body, with polished steel gravel deflectors; the elegance of the fawn broadcloth upholstery sets off the sparkling chromed dash and interior accessories which include built-in press button radio, defroster, deicer, automatic door lights, three spoke flexible steering wheel with extra large horn ring; so far as performance and mechanical order is concerned this Oldsmobile has everything, superlative riding comfort and stability is provided by a suspension which makes light of the roughest of roads; if you see the car you must try it, if you try the car we are convinced you must buy it.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds, 'Phone 2041 (5 lines).—Twenty-seven other post-war American cars in stock, together with nearly 400 cars of other makes; write for post-free catalogue; hire purchase; part exchanges; free delivery to anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9525

### Oldsmobile Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Oldsmobile cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9433

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Oldsmobile from 1937 onwards. Wembley 8691-2.

1939 Oldsmobile 6 sedan or convertible coupe required immediately.—Cowley Motors, American Auto Dealers, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [9288

## OPEL

195 gns.—Opel Olympia, 1937, 12hp cabriolet, black, very good condition; taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9823

### Opel Cars Wanted

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0980

PRIDE & CLARKE, Ltd., the Opel distributors, offer immediate cash payment for all models.—237, Brixton Hill, S.W.2. Tul. 3664. [0036

### Opel Spares and Service

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944.

PRIDE & CLARKE, Ltd., new brake and clutch linings, valves, springs, piston rings, Opel Cadet crown wheels and pinions now in stock; quotations.—Stockwell Rd., S.W.9. Bri. 6851. [0733

## PACKARD

1937 Packard 120, one private owner, 1948 condition

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3268. [8238

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400.

PACKARD sole concessionaires, offer a selection of approved late model Packard cars.

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 3400. [0282

£425.—Packard 8 saloon, exceptional coachwork in black, almost new tyres, maintenance bills, 1937 series.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [9016

250 gns.—1936 Packard 120, 4 new tyres, reconditioned engine.—Monahan Motors, 258, London Rd., West Croydon [6311

£850.—Packard 1947 registered, £10 tax, Super 8 limousine, leather throughout, new tyres, twin spot lamps, very clean.—Below.

£385.—1937 Packard 34hp saloon, leather interior, fitted radio, heater, twin spot lamps, direction indicators, etc., very clean, bargain.—Bray Motors, 180-134, West End Lane, N.W.6. Hampstead 6490. [8890

£295.—1933-4 Packard super 8 7-seater limousine, with division.—Le Grice Elers, Ltd., 107-9, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [6439

1938 Packard saloon, 29.3hp, 6-cyl, black/cloth upholstery, in original condition; £675; exchange considered.—Kingston Garage, Springhead, Anlaby, Nr. Hull. Tel. 42136. Evenings, Hessle, Tel. 40018. [7205

TANKARD & SMITH, Ltd., offer 1937 Packard 26hp 115 convertible coupe, finished in ivory, with red mohair hood, fitted radio, very attractive motor car, in first-class condition; £450.—97, Peckham Rd., S.E.15. Rodney 2051. [9259

CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3.—Packard 8-cyl 1938 fitted with very beautiful 2/4-seater fixed head coupe body, white with red leather, whole car indistinguishable from new. Flaxman 0052/7853/7154. [3619

295 gns.—Packard 8, August, 1935, 27hp convertible coupe, black, leather upholstery, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9824

PACKARD fixed head coupe, 1937, 8-cyl 2/3-seater, definitely in post-war condition in appearance; £350; all types of Ford 8s, 10s and V.8s, 30hp urgently required.—W. J. Reynolds (Motors), Ltd., Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [8959

A & S Limousines 1938/1939, partition, widest occasionals, black, selected carriages, certified mechanically, from-£730.—Alpe & Saunders (100 Limousines: Lists posted) Providence Court, Grosvenor Square. Mayfair-2941. [9238

### Packard Cars Wanted

CASH immediately for good Packard.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9733

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Packard from 1937 onwards. Wembley 8691/2. [0671

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0902

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, require 1938-9 Packard cars for reconditioning.—Great West Rd., Brentford, Middlesex. Ealing 3400. [0191

### Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0905

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionnaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0469

## PONTIAC

JOE THOMPSON (MOTORS), Ltd., offers:—

1949 Pontiac Silver Streak saloon, R.H.D., colour blue, fitted radio.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858.

1939 Pontiac drop head coupe, 2/4-seater, steering column gear change, engine completely overhauled, loose covers, bodywork excellent, very smart; £575.—Crown Garage, Albany St. (adj. Barracks), N.W.1. Tel. Euston 6507 and 1520. [5200

GENUINE 1947 model Pontiac Streamliner, 6 right-hand drive 6-seater, 4-door touring saloon, a very modern looking car with latest type frontal appearance, extra heavy type bumpers extending round front and rear wings, four lateral horizontal louvres to front grille, parking lights recessed in front grille mouldings, chromed rubbing strip extending full length of body, large type curved rear window giving maximum all-round visibility, whole car attractively finished in elegant duo green and luxuriously upholstered in finest quality materials with chromed flashing to all door fillets, three spoke flexible steering wheel with large type horn ring, automatic door lighting, chromed rimbelishers, whitewall tyres and all the usual features which go to make up the latest type American car, mechanical condition definitely in a class of its own, giving the typically smooth and powerful ride which one associates with this type of car.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds, 'Phone 2041 (5 lines).—Twenty-seven other post-war American cars in stock, together with nearly 400 cars of other makes; write for post-free catalogue; hire purchase, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9504

### Pontiac Cars Wanted

BRITISH & COLONIAL MOTORS, Ltd., require good Pontiac cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9432

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Pontiac from 1937 onwards. Wembley 8691-2. [0672

1939 Pontiac 6 sedan or convertible coupe required immediately.—Cowley Motors, American Auto Dealers, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [9289

### Pontiac Spares and Service

JUBILEE MOTORS (1948), 12a, Mcleods Mews, Kensington. Tel. Western 1449.—Pontiac repairs and spares. [9247

### Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc. for the Porsche.—Tel. Ripley 2361. [0629

## RACING CARS

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm. 3346, are the sole concessionnaires for Great Britain of the Cooper 500 and 1,100cc formula racing cars. [0821

KIEFT Formula III racing cars, fastest and most reliable in the world, first season successes include fourteen International Class I and J records at Montlhery, from 50 kilos to 200 miles.

DEMONSTRATIONS and specification by personal visit to the works or agents (sorry, no photographs).

PRICES from £585, including J.A.P. Four Stud engine.—Kieft Cars, Bridgend Trading Estate, Wales. Tel Bridgend 950. [0526

COOPER Vincent 998cc, two leading shoes front and rear, engine done one meeting since completely overhauled by Vincents at a cost of £100 approx., collection of spares, including pistons, valves, chains, etc., chassis and body in perfect condition; no reasonable offer refused.—Box 2063. [9059

TALBOT Type T150C, 4,500cc Formula I and sports car races, originally sold by the factory in 1941; brought to Brasil early in 1950 by the French driver Raph who never raced it due to mechanical troubles and then sold it to me, unable to get from the factory any data regarding its operation and informed that all parts and tools concerning such model have been thoroughly destroyed, I decided to dispose of it to a collector or museum, etc; since the car has a most striking appearance it might serve also for advertising purposes; offers to—J. A. Fontenelle, Caixa Postal 3016, Rio de Janeiro, Brasil [6087

## RAILTON

J. MARSHALL offers:—

RAILTON Straight 8 28hp Cobham sports saloon, black, brown leather, reputed genuine mileage under 44,000; £250.

J. MARSHALL, 669, St. Albans Rd., Watford, Herts. Tel. Garston 2369. [9855

A.1 MOTORS (LONDON), Ltd., for A.1 Railtons.—26b, Belgrave Rd., S.W.1. Victoria 8285. [0333

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2. Bayswater 6753. All models up to 1947, 17hp, 21hp, 28hp coupe, saloons, tourers. [5467

395 gns.—Railton 8, May 1938, 29hp Sandown 4-door sports saloon, duo-grey, sliding head, leather upholstery, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9827

### Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9734

A-ONE MOTORS (LONDON), Ltd., 26b, Belgrave Rd., S.W.1, always buyers of good Railtons. [0276

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-39.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0650

## RENAULT

RENAULT cars, spare parts, repairs & service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

1950 Renault 760 saloon, grey, grey upholstery, recorded mileage 7,000.

DENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [9841

WELHAMS RENAULT SALES SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1873), offer:—

1949 (Sept.) 8.3 Renault 4-door saloon; £720.

1939 26hp 6-str. saloon, reconditioned; £350. [0126

1950 760 saloon; best offer over £800.—Capt. Hensley, Regal Flats, Worksop. Tel. 2474. [9587

1950 (May) Renault 760, blue, under 5,000 miles.—Offers to: Reid, Cobblers, Brimpton Common, Reading. [9452

1950 Renault 760cc saloon, 4,000 miles only, showroom condition, guaranteed.—Rushmer, 39, Holland Park, W.11. Park 5731. [9683

1939 Renault 9 saloon, post-war appearance, sound throughout, good tyres; £345.—Midland Motor Co., Traffic St., Derby. Tel. 2349. [9412

ROSE & YOUNG, Ltd., offer 1950 Renault 760cc saloon, small mileage, one owner; £825—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [9533

295 gns.—Renault 12, November 1938, drop head coupe, maroon, fawn leather, good tyres, excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9826

### Renault Cars Wanted

ROWLAND SMITH'S, the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton, Elmbridge 1873, purchase all models. [0127

## RILEY

CAR MART, Ltd.

1949 Riley 2½-litre saloon, 10,000 miles; £1,795.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9568

DICKS CAR SALES offer:—

1936 Riley 1½-litre Kestrel saloon, special series engine; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9 [7483

BROOKLANDS for individuality.

1949 Riley 1½-litre saloon, maroon, heater, small mileage.

BUY or sell your car at

103, New Bond St., London, W.1. Mayfair 8351-6. [9310

GUY SALMON AUTOMOBILES, Ltd. offer:—

1½-litre Riley, first registered December, 1949, 1947 series, very low mileage; £1,250.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [7541

PERFORMANCE CARS.—See our advertisement under "Sports Cars." [2188

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

1936 Riley 12hp 4-door saloon, finished metallic blue, good tyres, general condition good; £340. [9698

1949 Riley 2½-litre saloon, maroon, beautifully maintained; £1,775.

GEORGE NEWMAN & Co. 369, Euston Rd., N.W.1. Euston 4466. [9560

GORDON CARS (LONDON), Ltd.—1950 Riley 1½-litre saloon, maroon/fawn leather.—Below.

GORDON CARS (LONDON), Ltd.—1949 Riley 1½-litre saloon, black/brown leather.—Below.

GORDON CARS (LONDON), Ltd.—1948 Riley 2½-litre saloon, green/fawn cloth.—Below.

GORDON CARS (LONDON), Ltd.—1947 Riley 2½-litre saloon, black/red leather.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [9495

RILEY 2½-litre saloon, black, first regd. 1950, 16,000 miles; £1,500.—Tel. A. B., Chancery 5323. [9141

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

T. EARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 5348.

1950 1½-litre Riley, H.M.V. push-button radio, 11,000 miles, one owner, immaculate; £1,650.

HENDON CENTRAL GARAGE, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [9277

1950 Riley 1½-litre saloon, maroon, maroon leather, 11,000 miles, spare unused, one owner; also

1949 Riley 1½-litre saloon, black, red leather, 9,000 miles, spare unused.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [9629

1950 Riley 1½-litre, as new, small mileage.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [9583

1938 Riley 16 Adelphi saloon, black with red leather, a fast car in exceptional condition throughout; £525.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [9304

1949 Riley 1½-litre saloon, black, 14,000 miles, heater, whole car almost as new; £1,425.—St. Helens (Lancs) 3900. [9659

PRIVATE sale.—Riley Falcon 1937 12hp, mechanically sound, recelluloised.—Seen Simons Garage, Calne, Wilts. Tel. Calne 3291. [9113

1950 1½-litre Riley saloon, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9441

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## RILEY

**1949** Riley 1½-litre saloon, mileage 8,000, one owner; £1,495.—Winchester Motor Co., Ltd., Winchester, Hants. Tel. 3231. [9032

**1937** model Riley 9 saoon, first-class car, in excellent condition; £350.—Derby Motor Co., 125, Woods Lane, Derby. Tel. 2349. [9408

RILEY 9 saloon, in good condition, smart, crash box, new front tyres and batteries; £235.—Derby Motor Co., 125, Woods Lane, Derby. Tel. 2349. [9409

**1946** (Sept.) Riley 1½ saloon, radio, taxed December, excellent condition; £1,000.—Wright, 4, Essex Rd., London, N.1. Canonbury 3496. [9377

**1946** (Nov.) Riley 1½-litre saloon, black, red leather, excellent condition, taxed year; £960. —Smith, 70, North Parade, Grantham. Tel. 925. [9921

**1947** Riley 2½-litre saloon, maroon with red leather, very good condition; £1,175; terms and exchanges.—Godrich, Ewins & Co., Ltd., Botley, Hants. [9448

RILEY 1½-litre saloon, 1947, 28,000 miles, finished in black with red interior.—Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [9368

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 Riley 1½-litre saloon, black, brown, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m. to 9 p.m. [9668

RILEY V.8 Adelphi saloon, 18hp, November, 1937, black, brown leather, radio, superb car, decarbonised; offers over £480.—Allan, St. Clair, Chichester Drive, Saltdean, Sussex. [9057

**1947** Riley 1½-litre saloon, black with red leather upholstery, good tyres, fitted wireless, immaculate condition throughout; £1,075.—Drewe, Oakover, Ticehurst, Sussex. Tel. 273. [8994

**1947** (Sept.) Riley 1½-litre saloon, black with red leather, radio and heater, 24,000 miles, as new; £1,100.—Gibson's Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9343

**1949** (July) Riley 1½-litre saloon, green, in green leather, under 13,000 miles, extras include heater, just decarbonised, one owner, showroom condition; £1,525.—Adamson, Hedley St., Maidstone 3771. [9130

**325** gns.—Riley, 1937 model, 1½-litre, Falcon 4-door saloon, sliding head, blue leather, preselector, good condition; terms; exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9829

**£595**—Rare bargain, 1940 series Riley 2½-litre prototype of post-war example, modern wheels and bodywork; the vehicle could easily pass for post-war £1,200 motor car; tremendous performance with economy, cheapest and best offered; 3 months' guarantee, hire purchase, exchanges.

LAMBS, of Wood Green, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9891

**1949** Riley 1½-litre saloon, black, brown leather and fawn cloth interior, Galley heater, H.M.V. radio, and many useful extras; enthusiast owned and maintained in next-to-new condition throughout; believed the best example on offer; £1,495; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [9315

SPECIAL series Riley 1937 12hp 1½-litre with Adelphi saloon body, black with cream wheels, one of the very rare and coveted special series cars with the special big port turbulent head and twin large diameter Solex carburettors, inclined sparking plugs, recently rebored, crank ground, new mains and big ends, springs set up, new shackle pins and whole car overhauled, pale tan upholstery spotless, carpets excellent, nearly new tyres all round, black cellulose quite spotless, plating excellent, a very fast car with comfortable coachwork, taxed. —Below.

LYNX Riley 1936 12hp 1½-litre open speed model 4-seater, perfectly maintained specimen, 7,000 miles since complete recondition, including rebore, crank grind and all new bearings, brake drums ground, shoes relined, king pins and bushes, black with green wheels and green leather all quite spotless, perfect hood, unmarked side curtains, new tonneau cover and envelope, new battery, new carpets, new tyres, very exceptional mechanically.—Speedsters, Ltd., the best conditioned sporting cars in the country. Offices at Old Straddles, Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. Telephone attended until 10 p.m. [9405

**£745**—June, 1940, Riley 16/4 Kestrel 6-light sportsman's saloon, a very rare and much sought after example equipped with similar engine to current production model, synchromesh 4-speed manual gear box, etc., most attractive appearance with low streamlined bodywork which is the salient feature of this very fine car, engine completely stripped down, rebored, sleeved, with new pistons, timing gears, etc., clutch relined and complete overhaul to starter motor, all bills available for above work, carried out six weeks ago, extra include Bosche Sportlamps, twin windtones, windscreen, heaters, etc.—See below.

**£395**—Riley 9hp special series 4-door sports saloon, 1937, late registration, fitted twin carburettor engine, attractive appearance, remarkable performance for a 9hp car, excellent tyres, also other Kestrels, Adelphis, Falcons, Monacos and Nuffield Rileys in stock; write for post-free catalogue to

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines).—Nearly 400 cars ready for inspection and purchase; hire purchase; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9509

### Riley Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 3434. [[illegible]

R

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0083

URGENTLY required, post-war 1½-or 2½-litre Riley.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [7916

1½-litre Riley wanted, preferably 1950, with radio. —Box 2027. [9396

C. A. PETO, Ltd., 42, North Audley St., W.1, require Riley cars in first-class condition. Mayfair 3051.

CASH buyers of low-mileage 1½-litre Rileys; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

BRITISH & COLONIAL MOTORS, Ltd., require good Riley cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9428

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

APPROACH us first before disposing of your Riley car.—Tankard & Smith, Ltd., 194-196, Kings Rd., S.W.3. Flaxman 4801-3. [9610

URGENTLY required, 1946-9 1½-2½-litre saloons.—Rex Neate, Riley Specialists, Shamblehurst Lane, Botley, Southampton. Tel. Botley 132. [0060

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0708

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2½-litre saloon.—Gibson Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [1697

ROSE & YOUNG, Ltd.—Wanted, small mileage 1½- or 2½-litre Riley, 1950 model if possible.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [7974A

### Riley Spares and Service

ARCOT MOTORS, Ltd.

ARCOT MOTORS Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0238

BOON & PORTER, Ltd.,

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

PRE-SELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0781

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carkers Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engines for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67. [2390

## ROLLS-ROYCE

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LTD.

ROLLS-ROYCE specialists 40 years.

**1938** 30hp Mulliner sports saloon.

**1938** 30hp Mulliner sports saloon.

**1936** 30hp Young fixed head coupe.

**1933** 25hp Park Ward saloon with division.

**1933** 25hp Freestone & Webb coupe.

**1933** 25hp Gurney Nutting coupe.

**1933** 25hp Park Ward saloon with division.

**1933** 25hp Freestone and Webb coupe.

PADDON BROS., Ltd., 60, Cheval Place, South Kensington, London, S.W.7. Ken. 9477-8. [9596

H

HOFFMANNS GARAGE, Ltd.,

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GREAT Britain's leading specialists in Rolls-Royce and Bentley cars.

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ROLLS-ROYCE Phantom III Sedanca de Ville by Gurney Nutting, black, beige hide; ref. H.5959.

ROLLS-ROYCE Phantom III limousine by Hooper, black with blue panels, black hide and fawn cloth; ref. H.6907.

ROLLS-ROYCE 20/25 Sedanca de Ville by H. J. Mulliner, black with brown hide; ref. H.5773.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase; please write or tel. for details to:—

HOFFMANNS GARAGE, Ltd.,

HUDDERSFIELD Rd.,

HALIFAX, Yorkshire.

TEL. Halifax 5944. [9167

FOX.

OFFICIALLY appointed Rolls-Royce and Bentley retailers, special retailers of H. J. Mulliner coachwork, offer the following from their specially selected stock:—

**1947** Freestone & Webb open tourer on Rolls-Royce Silver Wraith chassis, black and blue/brown leather, low mileage.

H. A. FOX & Co., Ltd., 3-5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 7687.

FOX. [9170

CAR MART, Ltd.

**1949** Rolls-Royce foursome drop head coupe by Gurney Nutting, 13,000 miles; £6,250.

**1938/9** Rolls-Royce 7-seater sedanca de ville by H. J. Mulliner, 19,000 miles; £2,500.

**1938** Rolls-Royce 7-seater limousine by Thrupp & Maberly, 32,000 miles; £2,850.

**1937** Rolls-Royce Park Ward saloon, 6 months' guarantee; £2,150.

**1937** Rolls-Royce Windover limousine, 34,000 miles, £1,975.

CAR MART, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9569

**1932** Park Ward saloon, 20-25hp, very good condition any examination or trial; £800 taxed. —Tel. Cunningham 1191. [8816

## ROLLS-ROYCE

J

B

JACK BARCLAY, Ltd.

LARGEST Official Retailers of Rolls-Royce and Bentley; stock list of used models on request; to

**12-13**, St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444. [0065

RIPPON,

RIPPON,

RIPPON BROS., Ltd.

NORTHERN Rolls-Royce specialists since 1905.

**1949** Silver Wraith fitted with H. J. Mulliner touring limousine body, black with beige leather upholstery.

**1938** Touring saloon by Rippon, black with Air Force blue leather upholstery, good condition.

**1936** Phantom III, special sportsman's coupe by Rippon, finished black.

**1936** (Nov.) 30hp touring limousine by Rippon.

**1936** 25hp owner-driven saloon, black with fawn leather upholstery.

**1934** 26hp 4-door sports saloon by Hooper.

YOU can buy with confidence from the largest distributors.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0905

FRANK DALE, offers:—

**1935** Rolls-Royce Phantom II 40/50hp T.A. series limousine de ville by Hooper, 7 seats, black, new tyres, beautifully maintained.—66, Princes Gate Mews, Exhibition Rd., S.W.7. Ken 6860. [9877

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 0642 (5 lines). [6356

JACK OLDING OF MAYFAIR offer:—

**1940** Phantom III Rolls-Royce touring limousine with division by H. J. Mulliner, maroon and beige with beige leather, £10 tax only, 12,000 miles.

**1938** Phantom III Rolls-Royce owner-driver saloon with division by Barkers, black with beige leather, 38,000 miles.

**1936** Phantom III Rolls-Royce H. J. Mulliner razor-edged sports saloon, black with grey leather.

**1934** Rolls-Royce Phantom II Sedanca-de-Ville by Windover, black and maroon with beige leather and cloth.

**1934** Rolls-Royce 20-25 foursome drop head coupe by Thrupp & Maberly, black with beige leather.

DELIVERY of new and used cars quoted on application.

AUDLEY House, North Audley St., W.1. Mayfair 5242. 9172

SWANMORE CAR SALES, Boscombe.

ROLLS-ROYCE Phantom II, 1932 Barker Sedanca 7-seater saloon, one owner, very modern, beautifully maintained; £875.

EXCHANGES and terms.—Swanmore Car Sales, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [9066

S. G. SMITH (MOTORS), Ltd., offer:—

**1933** Rolls-Royce 20/25hp 7-seater saloon, fitted with H.M.V. twin speaker radio, demisters, Marshall head lamps; this car has only covered a distance of 50,000 miles and is still in truly perfect condition; the beauty of this car cannot be visualised and must be seen to be believed; £1,175.

S. G. SMITH (MOTORS), Ltd., 15-19, East Dulwich Rd., S.E.22. New Cross 4444. [9614

MASCOT MOTORS, Ltd., offer the following:—

**1936** (Nov.) 30hp Young sports saloon.

**1936** 25hp H.J.M. swept-back limousine.

**1935** (Dec.) 25hp Hooper swept-back Sedanca.

**1935** (Nov.) 25hp Freestone and Webb sports saloon.

**1935** 25hp Park Ward sports saloon.

**1934** 25hp Park Ward owner-driven saloon.

**1930** 40/50hp T. and M. sports saloon.

**1930** 25hp H.J.M. Weymann saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 237, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231/2. [9173

**A & S** offer Rolls-Royce Saloons with known history (certified mechanically). Below.

OWNER-DRIVER 1932 Synchromesh 25hp 4-door black saloon, boot, attractive carriage, low cost.

OWNER-DRIVER 25hp/1936 Sports 4-door Freestone partitioned saloon, leather, capacious boot, mileage 57,000, exceptionally attractive.

OWNER-DRIVER 25hp/1936 4-door Park Ward black Saloon, leather, capacious boot, handsome carriage, carefully maintained.

OWNER-DRIVER 30hp/1936 Hooper 4-door saloon, leather, reasonable mileage, meticuously maintained, 1939-condition. £1,540.

OWNER-DRIVER 30hp/1937 Family 6-seater 4-door black Saloon, leather, meticuously maintained, mileage 43,000. £1,780.

OWNER-DRIVER 1937 Phantom III Hooper partitioned black saloon, radio, roomy boot, 6-wheels, discs, mileage 58,000, good history, excellent condition. Below.

OWNER-DRIVER 30hp/1937 swept back 6-light H.J.M. Saloon, adjustable partition, black, original owner, 48,000 opportunity. Seen: Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [9234

FOR disposal, Rolls-Royce, excellent condition, small mileage, 1936; £1,000 or near offer.—Dain, 229, Brompton Rd., S.W.3. [9747

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

**ROLLS-ROYCE**

**A & S** (Limousine Specialists) display exceptional swept tail Limousines. (Rolls-Royce history.)

LIMOUSINES 1933, December, Park Ward 25hp, partitioned, side seats, leather, black, excellent.

LIMOUSINES 1934 Barker 25hp, partitioned, widest occasionals, black, exceptional throughout. £1,160.

LIMOUSINES 1935 Windover 25hp, swept tail, widest occasionals, black, immaculate.

LIMOUSINES 1936 Hooper 30hp, partition, widest occasionals, black, original owner. £1,670.

LIMOUSINES 1937 Thrupp 30hp, swept tail, widest occasionals, partition, black, mileage 8,000 genuine.

LIMOUSINES 1939 Wraith Double Enclosed H.J.M., black, mileage 35,000, delightful condition.

LIMOUSINES 1939 Wraith Park Ward 7-seater, black, partitioned, swept tail, leather, mileage 44,000.

PHANTOM III Limousine 1937 (Show model) Double Enclosed Windover, widest occasionals, black, mileage 37,000, magnificent condition, lavishly equipped.

ALPE & SAUNDERS always purchase Rolls-Royce (100 selected Limousines displayed). Providence Court, Grosvenor Square. Mayfair-2941. [9233

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1933** 20/25 Rolls-Royce Freestone & Webb sports saloon; £1,800.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [0638

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

**1936** Rolls-Royce 20/25hp touring limousine by Windover, finished blue with blue leather and cloth upholstery, low mileage, good history; this car is unmarked and in really first-class condition throughout; £1,625. [9694

CHARLES FOLLETT, Ltd., accredited Rolls-Royce and Bentley Retailers and Repairers, offer:—

**1936** Rolls-Royce 20/25 Limousine by Barker, black leather to front, cloth to rear, face forward occasional seats, one owner, mileage 36,000 only, whole car in new condition throughout; £1,675.

**18**, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores.—12, Wellesley Ave., W.6. Riv. 1413. [9417

CASS'S MOTOR MART.—1938 Rolls-Royce Phantom III Mulliner sedanca, 7 seats, immaculate.—5, Warren St., W.1. Euston 3525. [6021

ROLLS-ROYCE Replica 4-door saloon, most modern lines, excellent condition; £975.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [9152

ARCHIE SIMONS & Co., Ltd.—Rolls-Royce 20/25 owner-driver saloon by Hooper, one owner since 1936; £1,095.—94, Great Portland St., W.1. Lan. 1343. [9372

**5000** miles.—1949 (June) Rolls-Royce Silver Wraith saloon by Park Ward.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [9759

**1937** 25/30 Hooper limousine, swept tail, face-forward seats, leather upholstery, bargain; £1,995.—Lawton-Goodman, 36, North Audley St., W.1. Mayfair 3360. [1899

**1933** Rolls-Royce 25hp limousine, roomy body, perfect chassis, privately owned, really immaculate; £895.—Taylor, 37, Elvaston Place, S.W.7. Western 0489. [9874

**1930** 25hp Rolls-Royce Sedanca de Ville by Barker, black with brown upholstery, division; £525. —R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-3. [4164

CENTRAL GARAGE, Croydon, offers 1932 Rolls-Royce Phantom II sports saloon by Hooper, with bucket seats, in very good condition; £595.—Central Garage. Tel. Croydon 7464. [8876

**1937** Rolls-Royce Phantom III sports saloon by Barker, 26,000 miles, one titled owner, superb condition.—J. F. Crawley, 48, Kensington Court, W.8. Western 6015. [9153

**1935** 20/25 Rolls-Royce 7-seater, face forward limousine, a very nice car; £1,275; terms, exchanges.—Moreton Garage, 61, Albert Embankment, S.E.11. Reliance 4016. [8237

**1933** Rolls-Royce owner-driver saloon, Park Ward body, excellent condition; £995.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [9188

**1936** 25/30 Rolls-Royce, Hooper, owner-drive saloon, with boot, no division, black/brown; £1,750.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557/6970. [7236

MAGNIFICENT Rolls sports saloon by Rippon Bros., 25hp first reg. 1934, but the appearance of a much later model, mileage only 58,000, must be seen to be appreciated; price £1,450.—R. W. Estill, 124, Clifton, York. Tel. 53230. [9466

NAYLOR & ROOT, Ltd.—1938 Rolls-Royce 30hp 7-seater limousine by Thrupp & Maberly, facing forward occasionals, black, 14,000 miles since new, immaculate condition; £2,950.—Naylor & Root, Ltd., 25, East Hill, Clapham Junction, S.W.18. Battersea 5272. [9587

ROLLS-ROYCE 25/30 (1936) limousine chassis, series GUL, completely overhauled, engine by Rolls, new brake drums and shoes, complete with instrument panel, front mudguards, bonnet, head and side lamps, new battery, and spare wheel, suitable for hearse.—Harris Garage, Leven, Fife. [9035

**1935** Rolls-Royce 20/25 Park Ward owner-driven saloon (no division), privately owned; accurate mileage 33,000 only, fitted water heater and charger (mains), interior heater, twin horns, discs, sunshine roof, demister (full screen), Dunlop Fort tyres; licensed; £1,550 or near offer.—Box 2021. [9390

ROLLS Phantom II, April, 1932, most attractive saloon with rear trunk by Thrupp & Maberley, many extras, 3 private owners, Rolls history and original log book, all Rolls tools, unused for a large period of its life; £550.—Metcalfe & Mundy, 13a, Adam and Eve Mews, Kensington High St., London, W.8. Western 4795. [9591

A REMARKABLE car, Rolls-Royce 1933 20-25 Park Ward sedanca de ville 5-seater with winding division, finished black with dark blue leather front, and cloth to rear, all tyres as new, discs fitted; the coachwork and upholstery are virtually unmarked and the mechanical condition is 100%, having been recently passed by the Rolls-Royce Company; the price is £1,695, but no one can appreciate the value at this figure until the superb and immaculate condition of the car has been inspected.

P. J. EVANS, Ltd., special retailers for Rolls-Royce cars.

**81**—91 John Bright St., Birmingham. Midland 2911. [9297

**ROLLS-ROYCE**

**1930** Rolls-Royce 20/25 limousine, face-forward occasional seats, total mileage 59,000, one owner; £681.—F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [9825

**1949** Rolls-Royce Silver Wraith by Park Ward 4-door sportsman's saloon, immaculate condition, exceptional bargain, chauffeur kept, 27,000 miles.—Lee, 36, Armstrong Rd., Englefield Green, Egham, Surrey. [9388

**Rolls-Royce Cars Wanted**

S

G

OUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies. London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

C

M

THE CAR MART, Ltd., wish to purchase Rolls-Royce cars.—320, Euston Rd., N.W.1. Euston 1212. [0970

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2360. [0488

TO Rolls-Royce and Bentley owners.

WE have a number of clients requiring used Rolls-Royce and Bentley cars; if you have a late model of either of these cars for disposal, we shall be interested to receive details.

JACK BARCLAY, Ltd.,

OFFICIAL Retailers of Rolls-Royce and Bentley.

12/13, St. George St., Hanover Square, W.1. Tel. May. 7444. [0769

PH. 1 or 2, any body; chassis number, price.—Box 2061. [9920

ROLLS limousine, 20/25hp, not earlier than 1935.—Tel. Pad. 7306. [9250

ROWLAND SMITH'S, the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 0041.

HOOPER & CO. (COACHBUILDERS), Ltd., 54, St. James's St., Piccadilly, London, S.W.1. Regent 3242.

WILL be pleased to purchase pre-war and post-war Rolls-Royces; expert advice and valuation of your present Rolls-Royce will be gladly given should you wish to visit our St. James's St. showrooms. [0904

**A & S** always purchase modern 25/30hp Saloons, preferably with boot, also require 25/30hp Limousines 1933/1946.

**A & S** urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured. Alpe & Saunders, Providence Court, Grosvenor Square. Mayfair-2941. [6272

THE BASINGSTOKE MOTOR Co. purchase 20/22 F.W.B., 20/25, 25/30, Phantom II; any coachwork considered.—By-Pass Rd., Basingstoke. [0046

BROADWAY MOTOR Co. require elderly Rolls-Royce cars, particularly 21.6hp and 25.3hp types.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

RIPPON BROS., Ltd., the Northern Rolls-Royce specialists, special retailers and repairers wish to buy good late model Rolls-Royce.—Huddersfield 6340 (5 lines). [0015

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 457. [9686

JACK OLDING, Ltd., 8-10, North Audley St., W.1, official Rolls-Royce and Bentley retailers are interested in the purchase of Rolls-Royce cars in first class condition. Mayfair 5242. [0815

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: 12, Wellesley Ave., W.6. Ave. 1413. [0597

H. A. FOX & Co., Ltd., require urgently Phantom III DL or DH series, chassis only preferred; good price offered for complete car if chassis is in good condition.—3-5, Burlington Gdns., Old Bond St., London, W.1. Regent 7687. [9963

**Rolls-Royce Spares and Service**

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce cars, servicing or complete overhauls, mechanical or coachwork. Large stocks of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: 12, Wellesley Ave., W.6. Riv. 1413. [0614

MERCHISTON MOTORS, specialists for Rolls-Royce and Bentley.—Works Director, Wilkie Wilkinson, 12-13, Merchiston Mews, Edinburgh, 11. Tel. Jubilee 2785.

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage. Tel. Cro. 7464. [1997

H. A. FOX & Co., Ltd., officially appointed retailers and repairers, 3-5, Burlington Gardens, London, W.1. Tel. Regent 7687. Service works: 212, New Kings Rd., Fulham, London, S.W.6. Tel. Renown 3866. [0446

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines, guaranteed for 12 months, for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064

**ROVER 10**

CAMDEN MOTORS.—Rover 10, eight models in stock—see our advertisement under Rover Miscellaneous.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2041 (5 lines). [9518

**ROVER 10**

**1935** Rover 10 saloon, in excellent condition throughout, total mileage 62,683, two owners, taxed year, price £310.

WARD MOTORS, Hightown Garage, Bursledon Rd., Sholing, Southampton. Tel. Bursledon 385. [9149

ROYS AUTOMOBILES, Ltd., offer Rover 10 de luxe saloon, in original condition with free-wheel, new tyres, etc.; £235.—127, Parkway, N.W.1. Euston 2720. [8907

**1939** Rover 10 black saloon, splendid condition throughout; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3655 and 5954. [9801

**£430**—Rover 10 4-door de luxe saloon, excellent condition, a bargain.—G.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [9616

**1939** Rover 10 de luxe saloon, black, green leather upholstery, first-class condition throughout, excellent appearance, cannot be faulted; £790.—Holbrook Motor Co. Ltd. Richmond 4014. [9955

**ROVER 12**

COOMBS & SONS (GUILDFORD), Ltd., offer:—

**1947** Rover 12 radio and heater, 15,000 miles; £1,175.

COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [5984

**1947** (late) Rover 12 6-light saloon, radio; £1,275.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9361

CAMDEN MOTORS.—Rover 12, fourteen models in stock—see our advertisement under Rover Miscellaneous.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2041 (5 lines). [9519

**1939** Rover 12, immaculate condition; £575.—Simmons, of Croydon, 101a, Tamworth Rd., West Croydon. Croydon 1537. [9578

**1935** 12hp Rover sports engine, clutch, gear box for sale privately, 750 miles approx. since complete reconditioning by makers; reasonable offers invited.—Box 2046. [9595

**1938** Rover 12 de luxe saloon, black, an immaculate car both inside and out, £625; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [7165

ROVER 12 de luxe saloon, black, green hide interior, whole car in original condition; genuine mileage 61,000; one owner since 1935, engine overhauled at 48,000, new shock absorbers to front and brakes relined; owner wants nearest offer to £365.

TIMMS MOTORS, Coinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [7987

**ROVER 14**

**1938** Rover 14 6 light saloon, black thoroughly recommended; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7450

CAMDEN MOTORS.—Rover 14, ten models in stock—see our advertisement under Rover Miscellaneous.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2041 (5 lines). [9520

**£285**—1935 Rover 14 saloon, extremely clean.—A Z. Motors Palmerston Rd., N.W.6. Mai. 4723. [9548

ROVER Speed 14, 1934, engine reconditioned, new shock absorbers, springs, resprayed; nearest £295.—Maule, 5, Penroath Ave., Reading. [9925

**1940** Rover 14hp, attractive appearance, well shod, first-class mechanical condition; £650.—Midland Motor Co., Traffic St., Derby. Tel. 2349. [9413

**1938** Rover 14 saloon, just recellulosed, black, appearance immaculate, mechanical order first rate, any trial; £595.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [9809

**ROVER 16**

DICKS CAR SALES offer:—

**1939** Rover 16 sports saloon, immaculate condition.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6889-9. [7479

H. M. BENTLEY & Partners, Ltd.

**1947** Rover 16 6-light saloon, finished in black, 29,000 miles; £1,295.

**9**, Albemarle St., London, W.1. Tel. Grosvenor 5551. [8595

**16**hp Rover; £125; taxed insured.—141, Wellington Ave., Sidcup, Kent. [9648

CAMDEN MOTORS.—Rover 16, eleven models in stock—see our advertisement under Rover Miscellaneous.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2041 (5 lines). [9521

**1938** Rover 16 de luxe saloon, most excellent condition throughout, wheel discs, an excellent example of this quality make, £675; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [8580

**ROVER 20**

CAMDEN MOTORS.—Rover 20, two models in stock—see our advertisement under Rover Miscellaneous.

CAMDEN MOTORS, Lake Street, Leighton Buzzard, Beds. Tel. 2041 (5 lines). [9522

**1937** Rover 20 sports saloon, magnificent throughout, taxed to end of year, guaranteed; £575.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 7241. [9079

**ROVER 60 & 75**

TOM GARNER, Ltd., offer:—

**1950** Rover 75 P4 saloon, black with red leather, 12,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [9162

H. A. SAUNDERS, Ltd., offer:—

**1948** Rover 75 saloon, black with brown leather upholstery, 17,000 miles; £1,595.

**836**—842, High Rd., N.12. Hillside 0024. [9175

BROOKLANDS for individuality.

**1948** (Dec.) Rover 75 saloon, black, radio, speedometer reading 10,000.

BUY or sell your car at

**103**, New Bond St., London, W.1. Mayfair 8351-6. [9911

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### ROVER 60 & 75

McKINNON MOTORS, Ltd., offer:—

**1949** Rover 75 sports saloon, black, red leather, radio and heater, taxed Dec., one owner; trade enquiries welcomed.

McKINNON MOTORS Ltd., "Langham House," 5, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 5404. [9010

WARWICK WRIGHT, Ltd., offer:—

**1950** Rover 75 P.4 saloon, pastel blue, grey leather, heater, 4,000 miles.

**1950** Rover 75 P.4 saloon, black, red leather, radio and heater, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [8917

MANR EGERTON & Co., Ltd., offer:—

**1950** Rover 75 saloon, black with green leather upholstery, air conditioning, free wheel, etc., mileage 14,000, beautifully kept and in superb condition throughout.

**1949** Rover 75 saloon, dark green with green leather upholstery, air conditioning and free wheel, etc., mileage only 7,000, indistinguishable from new.

**14**, Berkeley St., London, W.1. Regent 2073. [9295

**1949** "60" 6-light, black, 7,000; £1,550.—Parr, 19, Marsh St., Hanley, Stoke-on-Trent. Tel. 29407. [9926

**1950** Rover P4 saloon, ice blue, 10,000, whole car equal to new; £2,250.—R. H. Bareham Bury St., Edmunds 535. [9578

**1949** (September) Rover 75 saloon, one owner, black with grey leather; £1,750.—Bridgwater Motor Co., Ltd., Bridgwater. [9905

**6000** miles.—1950 (March) Rover P4 saloon, blue.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [9756

**1948** (July) Rover 60 sal., black, grey leather, radio, 11,000 miles.—Tuxford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [9101

GORDON CARS (LONDON), Ltd.—1950 Rover P4 saloon, green, 6,000 miles, radio, new condition.—Gordon House, 375, Euston Rd., N.W.1. Euston 6611. [9494

**1950** (April) Rover P4, 8,000 miles, turquoise blue, immaculate; £2,295.—Silverthorne Motors, Ltd., 1,013, Finchley Rd., N.W.11. Meadway 2286. [9562

**1948** (Nov.) Rover 75 sports sal., 13,000 miles, black red, radio, heater, ex. cond.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 5358. [9100

CAMDEN MOTORS.—Rover 75 saloon, 1950, one of the latest P4 models, black, leather upholstery, very fine car, £2,100; also three P3 models at prices from £1,695.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines).—For further selection from our extensive stock of over 50 Rovers see under Miscellaneous; write for our post-free catalogue; hire purchase facilities; nearly 400 cars ready for inspection and purchase; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. from Monday to Saturday. [9526

**1948** (October) Rover 60 sports saloon, black, numerous extras include H.M.V. radiomobile, heater, Fram filter, oilcell, beautiful condition; £1,425.—St. Helens (Lancashire) 3900. [9746

**1950** Rover P4 saloon (reg. Dec. 29, 1949), black, green leather, certified mileage 15,000, the condition of this car could be held consistent with half the mileage, coachwork and interior being excellent. £2,250.

R. & F. GRADWELL, Ltd., Reliance Garage, Waterloo Rd., Blackpool. Tel. 42458. [9525

### Land-Rover Cars Wanted

HARVEY HUDSON & Co., Ltd., wish to buy Land-Rovers.—High Rd., South Woodford, E.18. Wanstead 0056.

### ROVER MISCELLANEOUS

HENLYS, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2207.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7645).

BRISTOL (Bristol 21326).

BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

STREATHAM (Streatham 7751)

HOUNSLOW (Hounslow 3454)

FINCHLEY (Finchley 0081).

GREAT West Road (Ealing 5477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029

MONTROE MOTORS offer:—

**1934** Rover 14 sportsmans saloon, £285.

**1935** Rover 14 saloon; £295.

**1937** Rover 14 saloon, excellent condition; £555.

**1937** Rover 12 saloon, blue; £495.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171. [8738

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston. Kingston 3543.

### ROVER MISCELLANEOUS

CAMDEN MOTORS.Rover 10hp saloon, 1953, four-door model with sunroof, attractive dark green finish, sound engine; £195.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1937 model, good engine and all new tyres, fitted spotlamp, etc., typical smooth and economical Rover performance; £415.

CHOICE of two similar models from £395.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1939, one of the most popular cars on the road, roomy four-door body with large external rear luggage boot, maker's wheel embellishers and late type instruments similar to post-war Rover, performance definitely gives impression of a much higher powered car, but is strictly economical; £695.

CAMDEN MOTORS.—Rover 10hp sportsmans four light coupe, 1939, a very special model, most attractive lines, tip top effort throughout; £675.

CAMDEN MOTORS.—Rover 10hp saloon de luxe, 1946, very carefully used by one elderly gentleman since new, no supplementary petrol issued, most attractive Rover grey finish with blue leather upholstery; £595.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1935 model, sound engine and tyres, coachwork somewhat below our usual standard, worth consideration at £175.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, late registration, similar features to post-war model, original finish, well maintained, mechanical order very much above average; £675.

CAMDEN MOTORS.—Rover 12hp sportsmans four light saloon, 1939, rather scarce model, attractive condition throughout, several expensive extras, engine completely reserviced by distributors; £695.

CAMDEN MOTORS.—Rover 12hp sports saloon, 1940, finished Rover grey with blue leather upholstery, identical to 1947 model, outstanding performance; £695.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1947, in tip top mechanical order throughout, serviced and maintained by chief London distributors, new set of Avon tyres just fitted; £1,095.

CAMDEN MOTORS.—Rover 14hp special sportsmans four light saloon, 1956, with large rear boot, similar to 1939 model, attractive lines and typical Rover performance; £325.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1937 (August), genuine one owner car since new, engine rebored and sleeved last December, mileage since under 6,000, rest of car thoroughly reserviced, very fine condition indeed; £495.

CAMDEN MOTORS.—Rover 14hp saloon de luxe, 1939, original condition throughout except for major engine overhaul and new tyres fitted last month, outstanding opportunity at £695.

CAMDEN MOTORS.—Rover 14hp saloon, 1946, in all black with all leather upholstery, beautiful condition; £985.

CAMDEN MOTORS.—16hp saloon de luxe, 1937, in very much above average condition for a car of its year, excellent black finish with red leather, fitted disc and radio; £495.

CAMDEN MOTORS.—Rover 16hp sportsmans four light saloon, 1939, attractive Rover green finish with green leather, new Avon tyres, just fitted, quiet smooth engine; £695.

CAMDEN MOTORS.—Rover 20, 1938, the scarce and much sought after sportsmans saloon, very attractive lines and appearance, host of special features not found on lower hp models, a very fast car; £695.

CAMDEN MOTORS, Rover Specialists, Lake Street, Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Nearly 400 cars ready for inspection and hire purchase. Part exchanges. Free delivery to anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [9617

R. P. POWELL MOTORS, Ltd., for Rover Cars.—East London main agents, 321, Romford Rd., Forest Gate E.7. Maryland 4818-9. [0701

**1934** Rover saloon car in good mechanical condition, seen by appointment; £325.—Pippbrook Garage, London Rd., Dorking. Tel. Dorking 5891. [9626

### Rover Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 5434. [0971

HENLY'S, Ltd.

ENGLAND'S Largest Rover Distributors.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2207.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

GREAT WEST RD., Ealing 5477.)

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLY'S, Ltd., England's Leading Motor Agents. [0030

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

COOMBS & SONS (GUILDFORD) Ltd.,

URGENTLY wanted, good condition pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907.

CASH immediately for good Rover.—H. F. Edwards, 28, Upper High St., Epsom 9400. [9735

**1950** Rover P4 saloon required.—Turnbull Rees House, Station Hill, Winchester. [9202

ALMOST new Rover required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0859

CLARKE & SIMPSON want only the best examples from 1937 onwards.—73-79, Cadogan Lane, S.W.1. Sloane 4727. [8176

BRITISH & COLONIAL MOTORS, Ltd., require good Rover cars.—Upper St. Martin's Lane, W.C.2. Tem. 8580. [9421

RAYMOND WAY, the hire-purchase specialists, are still buying pre-war Rovers, any model, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines). [0871

### Rover Cars Wanted

JACK OLDING, Ltd., 8-10, North Audley St., W.1. Rover retailers, require cars in first-class condition. Mayfair 5342. [0816

BLAKES.—Rover agents, will purchase any post-Covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7756

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1282. [0864

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Rover from 1937 onwards. Wembley 8691-3. [0776

CASH buyers of low-mileage Rover 10s, 12s, 14s, 16s, 60 and 75; distance no object.—Hallows, Lord St., Southport. Tel. 2265. [0800

ALBERT PARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 23627-8. [0215

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post war Rover saloons.—Great North Rd. & Finchley Station N.2. Tudor 2501-2. [0709

**1940** Rover 10 saloon required, preferably in first-rate condition.—Cowley Motors, 475, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [9287

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mileage out-of-covenant Rovers.—76, Deansgate Manchester. Tel Deansgate 5455. [0554

ROVER wanted, wanted privately pre-war Rover, preferably a sports saloon, must be original condition, a high price paid.—Lee Green 4555 or Advertiser, 1, Belmont Hall Court, Lewisham, S.E.13. [4183

### Rover Spares and Service

DRY'S GARAGE, Ltd., Kenton Rd., Kenton. Rover main agents. Sales and service: Wordsworth 1143.

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors, for spares and specialised service.—Tel. Datchet 54. [0087

R. P. POWELL (MOTORS), Ltd., East London main dealers for Rover sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0405

DAVID ROSENFIELD, Ltd., Rover Distributors, Lancashire and Cheshire, very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2302. [0555

### SIDDELEY SPECIAL

**1938** Siddeley Special sports saloon, very good condition throughout; £475.—43, Belmont Rd., Southampton. [9707

### SINGER

CAR MART, Ltd.

**1949** Singer 1900 saloon, heater, 9,000 miles; £1,075.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434.

OVERSEAS CARS Ltd.

**1949** Singer saloon, S.M. 1900, blue, £1,125.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [0299

D. J. SHEPHERD & CO. (ENFIELD), Ltd.

**1948** Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £745.—D. J. Shepherd & Co. (Enfield), Ltd., 495, Hertford Rd., Enfield Heard 1651. [0232

GOLDERS GREEN.—H. A. Saunders, Ltd. 1936 Singer Le Mans, blue, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1947 Singer 10 saloon, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m. to 9 p.m. [9487

**1949** Singer S.M.1500 sal., fawn; £1,050.—C. A. Pete, Ltd., 42, North Audley St., W.1. Mayfair 3051. [9403

ROGO AUTOMOBILES, Ltd., offer: Late 1935 Singer 9 Le Mans sports coupe, in superb condition; £295.—127, Parkway, N.W.1. Euston 2700. [9850

**£250**.—1934 Singer 9 Le Mans sports 2-seater, new tyres, twin spares, recond. engine.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8884

**1950** Singer 1500 saloon, beige, leather, one owner, genuine 3,000 miles, perfect condition; £1,230.—Malcolm Motors, Ltd., Broadway, Leigh-on-Sea. Tel. 78206. [9758

**1949** (August) Singer SM1500, one owner, beautiful condition throughout, colour Singer light blue, as new; £1,035.—Pantiles Service Garage, London Rd., Guildford 5326. [9768

**1950** (June) Singer 1500 saloon, black, tailored loose covers, heater, one owner, 4,000 miles only, more unused, as new; £1,195.—J. Davy, Lonsdale Place, W.6. Western 1225. [9009

**£269**.—1954-5 Singer Le Mans 2-seater super sports, immaculate condition.—O.P. (Balham), Ltd., 2c, Balham Hill, S.W.12 (100 yards Clapham South Tube). Batt. 1107-8-9. [9617

WALTER SCOTT, Ltd.—Singer 9 sports tourer, cream, a carefully used car in exceptional condition throughout, £285, exchanges.—59, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5918. [7426

**225** gns.—Singer 9, Sept. 1937, sports coupe, green and black, sliding head, green leather; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [9813

### Singer Cars Wanted

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [9866

CASH wanted for good Singer.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9723

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Singer from 1937 onwards. Wembley 8691-3. [0777

RAYMOND WAY the hire-purchase specialists, are still buying Singers and have unlimited cash available.—Canterbury Rd., Kilburn N.W.6. Maida Vale 6044 (10 lines). [0872

### Singer Spares and Service

THE North's premier Singer spares stockists, Coulthurst & Grimshaw, Ltd. Whalley New Rd., Blackburn, Lancs. Tel 48731/2.

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6436. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green N.W.11. Speedwell 4701-2.

SINGER spare parts for 9, 10 and 12hp 1936-1949 models; please quote chassis No.—Singer Distributors for Somerset and S. Glos.—Allens of Bristol, Berkeley Square, Bristol, 8. Tel. 22514. [0819

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### SPORTS CARS

S

SIMMONS OF CROYDON (Croydon 1537)

OFFER the following guaranteed cars from their stable:—

ASTON MARTIN International, fully rebuilt and reconditioned, recellulosed and trimmed as necessary; £575.

LAGONDA 2-litre 1931 4-seater tourer, all-weather equipment, chromium plated front axles, taxed; £350.

MERCEDES 36/220, £10 tax, occasional 4-seater; £385.

SUNBEAM 3-litre 2-seater, completely rebuilt, £10 tax; £325.

LLOYD 49/50, 11,000 miles, taxed December, red, as new; £400.

WE would be obliged to receive particulars of Astons, Lagondas, Bentleys, Isottas, Hispanos, Rolls and Mercurys, etc., for disposal and we will readily purchase for cash.

IN so far as is possible, all correspondence is dealt with by return of post, and our representative will undertake to inspect anywhere in Gt. Britain by appointment.

SIMMONS OF CROYDON,

101A. Tamworth Rd., West Croydon.

CROYDON 1537. [9579

BLAKES,

THE Northern Sport and

RACING Car Specialists,

BUY and sell racing and sports cars of all types, specialists in vintage Bentley; write for lists and quotations.

J. BLAKE & Co., Ltd.,

110. Bold St., Liverpool.

ROYAL 6622. 'Grams: Autocar, Liverpool. [2708

CHARACTER CARS offer:—

A SELECTION of vintage and sports cars, 2- and 4-seaters, in far above average condition, including:—

ALFA-ROMEO twin cam 1,500cc supercharged 2-seater one of four entered by makers at Phoenix Park, 1930, when they finished 2nd, 4th and 6th; entirely reconditioned.

BRITISH SALMSON 1939 21hp competition 2-seater, a beautiful and really potent car, which has a total mileage under 20,000 since new, checked by manufacturers and their report available.

BUGATTI 1936 type 57 4-5-seater drop head coupe; the superb and original condition of this classic car is plainly indicative of its genuine low mileage, believed under 40,000 miles.

IT gives us great pleasure to announce that we are now fully represented in the West Country by:—

ROBERT THWAITES, Esq., late of Service Dept., Riley (Coventry), Ltd., Manor Mill Garage, Perran-Ar-Worthal, Truro, Cornwall. (Tel. Perran-Ar-Worthal 196.)

WHOSE engineering skill and advice are available to all existing and potential owners of sporting and vintage machinery in the South-West.

HERE, also, personal attention to individual requirements is the order of the day and all enquiries and callers cordially welcomed.

CHARACTER CARS, 124-126, Haydons Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [7388

PERFORMANCE CARS.

THE WINDMILL GARAGE, Great West Rd., Brentford, Middlesex.

ONLY 3 minutes from Northfields Tube Station, Piccadilly Line. Tel. Ealing 0441, 6995.

FULL 24-hour service, repairs, petrol etc.; comprehensive stock of cars and accessories.

FROM the best selection of reasonably priced, guaranteed sports cars we offer:—

ROLLS-ROYCE P. II d/h foursome by Henry Binder, 1938/30; £725.

ASTON MARTIN 2-litre short chassis 2-seater, 1937; £625.

ALFA-ROMEO 1¾-litre twin cam supercharged 2/3-seater, 1930; £375.

ALFA-ROMEO 17/50 twin cam unsupercharged d/h foursome, 1933; £395.

BENTLEY Red Label short chassis, fitted 4½ engine, 2/3-seater 1928; £385.

BENTLEY Red Label 3-litre V.D.P. tourer, 1926; £265.

BENTLEY Blue Label 3-litre tourer by Duff and Adlington 1925; £235.

LAGONDA 4½-litre pillarless saloon very low mileage, 1935; £325.

LAGONDA 4½-litre pillarless saloon, 1934, low mileage; £265.

LAGONDA Rapier drop head foursome, 1936, resprayed and checked throughout; £325.

RILEY Falcon 1½-litre saloon, good chassis, coachwork fair 1935; £195.

RILEY 9 Ascot drop head coupe with dickey, 1932, very sound; £165.

RILEY 9 Monaco saloon, 1931, very sound throughout; £125.

M.G. 2.6-litre tourer, 1939, spotless chassis checked by us; £475.

M.G. 2-litre drop head foursome 1937, checked throughout, new hood, recellulosed; £395.

M.G. N-type Magnette 2-seater, 1936; £275. 1934 P.A. 2-seater, £285.

FORD V.8 30hp d/h with dickey, 1936; choice of 2: £245 and £285.

FORD V.8 30hp d/h with dickey, 1937, recellulosed, checked throughout; £295.

FORD V.8 Canadian metal-bodied utility, first-class condition; £265.

SINGER 9 4-seater 1936, very sound condition; £275.

TRIUMPH Gloria 11hp 4-seater, 1935 twin carburettors; £295.

RAILTON 30hp 4-seater 1935, very sound specimen; £295.

PERFORMANCE CARS. [9612

THE MALL HOUSE MOTOR Co. offer:—

FIRST registered 1949 Marendaz Special sports, £10 tax, a really nice car; £290.—117, High St., Wanstead, E.11. Tel. Wanstead 8337. [9719

### SPORTS CARS

B. & G. MOTORS offer:—

£155.—Wolseley Hornet Special 12hp open sports 4-seater, taxed, red and chromium, engine recently overhauled, including crankshaft reground, rebored, etc., twin carburettors, 4 speeds, foldflat windscreen, 5in rev counter and 5in speedo, slab tank, etc., 5 excellent tyres, hood sound but not beautiful.

£195.—Hillman Aero Minx 10hp sports 4-seater, in British racing green, smart little car.

£240.—Lagonda 2-litre 12.8hp speed model 4-seater, in super condition, A.A. or R.A.C. examination welcomed, a fast, smart, reliable vintage car.

B. & G. MOTORS, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3578. [9406

POTTER, RICHARDS & CARR offer:—

FRAZER NASH-B.M.W. 327/80 saloon, 1939, immaculate; £1,250.

ALLARDS, see under Allard; Cadillac, see under Cadillac; Citroen, see under Citroen; Healey 1950 Silverstone, £1,225; Lancia Dilambda saloon, £385; Rolls-Royce Phantom II Continental saloon, £650; Railton tourer, £295.—Kensington 6955. [9807

RAYMOND WAY, the hire purchase specialists!

RAYMOND WAY, of Kilburn.

50 sports cars of all types under £400.

CARS and motor cycles wanted in part exchange.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6 (150yds Kilburn Park Station, Bakerloo Line). Mai. 6044 (10 lines). [0827

M.G. 12hp L-type continental f.h coupe, very attractive little car, cellulosed blue black.

X.L. SERVICE STATION, Kingston Vale, S.W.15. Kingston 8333. [8806

RBW-JAGUAR specially built 2½-litre, road-cum-trials 2-str., terrific performance, very low built, quick release hood, screens and wings, reg. 1946, (£10) tax; £495.

WADCOL MOTORS, 150-6, West End Lane, N.W.6. Hampstead 1177. [9017

1935 Singer Le Mans 2-seat, bronze head, thoroughly overhauled, good tyres, excellent order; best over £240.—Wood, "Sunnyside," Tatworth, S. Chard (248), Somerset. [9660

A.M.B. Special, Austin 7 chassis, Ford 10 engined, successful trials car, all-weather equipment equally suitable for Rallies; £300.—A. M. Beardshaw, Acme Steel Works, Bessemer Rd., Sheffield. 41334. [8058

ROSE & YOUNG, Ltd., offer.—Alfa-Romeo 1750 supercharged 4-seater tourer, excellent order; £365.—65-69, Sternhold Ave., Streatham Hill, S.W.2 (1 minute Streatham Hill Station). Tulse Hill 6464. [8616

TALBOT 4-seater Fox & Nicholls team car PL4, engine complete overhaul, not run in, new hood, batteries; £300; service owner proceeding overseas.—Cooper & Howard, Farnborough Rd., Farnborough, Hants. [9642

ALLARD J2 competition 2-seater, April, 1950, 9,000 miles, close ratio gears, H/C heads, 4,375cc, complete with windscreen and hood, one owner; £1,295. To-day's list price £1,712.—T. C. Harrison, London Rd., Sheffield 27457. [9063

BARTLETT.—Alfa-Romeo 1750 supercharged 2-seater, £600; Bentley very special 4½-litre, £675; Talbot 105 actual team car, £465; Invicta 100mph low chassis, £450; and many others.—27a, Pembridge Villas, W.11. Bayswater 0523. [9335

525gns.—Riley Sprite, 1936, 1½-litre super sports 2-seater, metallic ruby, red leather, manual change, Scintilla, Hartfords, 15-gallon rear tank, very good tyres, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

495gns.—Jaguar 100, August 1937, 2½-litre sports 2-seater, black, blue leather, carefully used, very good condition, taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9834

TANKARD & SMITH, Ltd., offer 1935 model Triumph Monte Carlo 10/8 4-seater sports tourer, finished in British racing green with grey hide upholstery, fitted with radio, all-weather equipment, really amazing motor car for its year; £275.—97, Peckham Rd., S.E.15. Rodney 2061. [9258

SUPERCHARGED M.G. Midget, blower coupled or uncoupled under 30 minutes, engine recently reconditioned, hardened liners, etc., Lockheed brakes, 16in wheels with good tyres, special all-alloy body, new hood, tonneau covers, various spares; £375.—Hudson, 73, West Hill, Putney. Vandyke 1555. [9322

RICHARDS & BROWN offer: 30/98 Vauxhall 4-seater OE165, fair condition, £150; Alvis 12/60 TL beetleback 2/3-seater, excellent condition throughout, £295; Invicta 3-litre low chassis 4-seater sports, rebuilt, unregistered, £425; Austin/Ford trials car £180.—2, Ringers Rd., Bromley, Kent. Tel. Ravensbourne 7487 or 6479. [9802

CHENARD-WALCKER 3-litre Le Mans Replica, fitted large, very light 4-door Weymann saloon, ohc, 4 cyl., 15.9hp f.w.b., new battery, 2 new tyres, rest very good, one other owner, carefully stored 20 years, genuine guaranteed mileage under 45,000, coachwork, red leather upholstery, engine and chassis almost like new; £195.—Scott-Moncrieff, Kirkton House, Forfar. Tel. 176. [8142

### Sports Cars Wanted

S

SIMMONS of Croydon,

WOULD be obliged to receive particulars of any sports car for disposal in good condition and will undertake to inspect anywhere in Great Britain and pay immediate cash; a telephone call or postcard to the office will elicit an immediate reply.—101a, Tamworth Rd., West Croydon. Tel. Croydon 1537. [7490

R

ROWLAND SMITH'S, the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

BARTLETT.—We are interested buyers of all sports cars.—27a, Pembridge Villas, W.11. [9327

PERFORMANCE CARS, of The Windmill Garage, Great West Rd., Brentford, London, W.5. (Tel. Ealing 0441, 6995.) [5911

### Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tuners and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0753

### S.S.

175gns.—S.S. 1, 1933, 16hp foursome coupe, metallic blue and black, sliding head, leather upholstery, good condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9851

### S.S. Cars Wanted

ROWLAND SMITH'S, the S.S. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0958

### STANDARD 8

1939 Standard 8 saloon; £295.

DOUGLAS CAR SALES, 806/822, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [0620

1947 Standard 8 saloon, sliding roof, black, grey upholstery; £595.

GEORGE NEWMAN & Co., 360, Euston Rd., N.W.1. Euston 4466. [9358

1939 Standard 8 saloon, black, very clean inside, an excellent runner; £365.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [8589

1948 Standard 8 drop head coupe, one careful owner, mileage 14,000; £645.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [9461

STANDARD 8 saloon, black-blue, one owner since new, good condition; £375.—Esher 1234. [9461

1939 Standard 8 de luxe sun saloon, colour grey, blue leather upholstery, excellent condition; 369gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [9951

1948 Standard 8 foursome drop head coupe, colour grey, blue leather upholstery, low mileage; 599gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [9947

1948 Standard 8hp touring car, low mileage, very nice little car; £535.—Holbrook Motor Co., Ltd., Richmond 4014. [9956

ROYS AUTOMOBILES, Ltd., offer a 1939/40 Standard 8 de luxe saloon, in good order; £335.—127, Parkway, N.W.1. Euston 2700. [7553

STANDARD 8 grey saloon, 1940, taxed, insured, professionally rebuilt this year, any trial; £375.—Stubbs, 127, Anerley Rd., S.E.20. [9665

1946 Standard 8 Tourer, grey with blue upholstery, the car is in the condition one would expect an almost new car to be; £495.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5575. [8591

1947 Standard 8 saloon in grey, clean inside and out; accept £575.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [9546

1939 Standard 8 saloon, black, mechanically reconditioned, paintwork very good, any trial; £375.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [3722

1947 Standard 8 coupe, new hood, very clean, one owner, engine 4,750 miles; £550 or near offer.—Dane Dye Works, Ltd., Hadleigh, Essex. Tel. Hadleigh 58640. [8145

1947 Standard 8 drop head coupe, grey with blue interior, 16,000 miles, as new, £575; also a saloon in similar condition.—G. S. Hall, 302, King St., W.6. Riverside 2881 [9359

1948 Standard 8 drop head coupe, black, immaculate condition throughout; £650.—Acre Autos, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [9261

£375.—Standard 8 drop head coupe, 1939, black, leather upholstery, reconditioned gear box, bodywork and hood perfect; engine 100% sound, a very attractive car which has a very economical running cost.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 5779. [9624

£525.—Standard 8hp foursome drop head coupe, 1947 model, a most attractive little car, with beautiful dove grey coachwork and blue leather upholstery which can honestly be described as spotless, serviced and maintained with every possible care, mechanical order equally as outstanding as the appearance, very moderate mileage.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday [9528

### STANDARD 9

1939 Standard 9 de luxe saloon, radio, one owner, in nice condition throughout, £535; 3 months' guarantee, terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774 [7946

1940 Standard 9hp saloon de luxe, exceptional original condition, 1 owner; £440.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441 [8278

### STANDARD 10

ROYS AUTOMOBILES Ltd., offer 1938 Standard 10 saloon, in good order throughout; £365.—127, Parkway, N.W.1. Euston 2700. [8911

### STANDARD 12

PALMERS MOTORS offer:—

1938 Standard 12 saloon de luxe, original condition, taxed; £450; 3 months' written guarantee; exchanges and terms.—53, York St., Twickenham. Popesgrove 1890 or 7087. [9602

DICKS CAR SALES offer:—

1948 Standard 12 drop head foursome coupe, immaculate condition, indistinguishable from new; £850.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [4972

H. A. SAUNDERS, Ltd., Radlett.

1946 Standard 12 saloon, black, low mileage.—Radlett 6167. [9936

1947 Standard 12 saloon, black, one owner, low mileage; £795.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7451

1946 Standard 12 4-door de luxe sun saloon, colour grey, blue leather upholstery, very attractive, low mileage, 679gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [9944

1948 (Nov.) Standard 12 d.h. coupe, 8,000 miles, black-brown, H.M.V. radio.—Tickford Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3358. [9103

1939 (May) Standard 12 de luxe saloon, black, with brown leather, engine and i.f.s. recently reconditioned, tyres almost new, post-war condition throughout, very exceptional, taxed; £525.—348, King St., Hammersmith. Riverside 2837 [9621

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

### STANDARD 12

**1947** Standard 12, very nice condition; £800.—Barnes Garage, Finchley Rd., Hampstead, N.W.3. Ham. 2221 Mai. 1637. [7464

**£345**—1938 Standard Super 12 4-door de luxe saloon, black, brown hide, unworn tyres, taxed year, excellent runner.—Below.

**£199**—1936 Standard heavy 12/4 de luxe saloon, beige/black, excellent leather interior, good tyres, taxed year.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [8889

**235**gns.—1937 Standard heavy 12 saloon, good condition; also 12 with 10 engine, excellent condition; 265gns.—Autosnaps, 5, Balham High Rd. Balham 1509. [9686

**£199**—1936 model Standard 12/4 de luxe saloon, grey and black, excellent leather interior; bargain.—Bray Motors, 180-184, West End Lane N.W.6. Hampstead 6490. [9882

**1946** Standard 12 saloon, one previous owner, in really good order; £625.—Can be seen and tried at B. J. Hunter, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [8656

**S**TANDARD 12hp drop head coupe, original interior leather, really immaculate, exterior beautiful, rare and delightful car although pre-war looks just like post-war example worth £600; also choice of 1938 and '39 Standard 12 saloon; 3 months' guarantee, hire purchase, exchanges.

**L**AMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9895

**£435**—Flying Standard 12hp foursome drop head coupe, 1938, attractive appearance, dark blue cellulose with leather to match, good hood, 5 almost new tyres, extensive overhaul to engine, clutch and steering, a very pretty car in thoroughly sound mechanical order.

**C**AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday [9529

### STANDARD 14

**H**. A. SAUNDERS, Ltd., offer:—

**1948** Standard 14 convertible coupe, black with red leather upholstery, 18,000 miles; £895.

**836**—842, High Rd., N.12. Hillside 0024. [9185

**A**CLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

**1948** (first regd. 1949) Standard 14hp 4-door saloon, finished black with brown leather upholstery, speedo reading 17,000 miles, superb condition throughout; £850. [9696

**1948** Standard 14 saloon de luxe, grey, blue leather upholstery, in excellent condition.

**D**ENHAM SERVICE STATION, Ltd., Denham, Bucks. Tel. Denham 2266. [9838

**1939** Standard 14 4-door sun saloon, colour black, brown leather upholstery, exceptional condition; 399gns.

**R**AYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [9949

**1939** de luxe saloon, new engine, clutch, brakes, carburettor, king pins, etc., hide interior, perfect; £425.—Wembley 0365. [9923

**1948** (Sept.) Standard 14, black, radio; £895.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [9280

**W**ALTER SCOTT, Ltd.—1938 Standard 14 touring saloon, black, excellent condition; £395; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [7474

### STANDARD VANGUARD

**C**AR MART, Ltd.

**1949** Standard Vanguard saloon, radio, heater, 5,000 miles; £1,225.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9566

**D**ICKS CAR SALES offer:—

**1949** (Sept.) Vanguard saloon, fitted heater, radio, loose covers, low mileage; £1,125.

**D**ICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [9775

**T**OM GARNER, Ltd., offer:—

**1950** Standard Vanguard saloon, maroon with beige upholstery, heater, 3,000 miles only.

**T**OM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [9161

**L**AYTONS OF OXFORD offer:—

**1949** Standard Vanguard saloon, finished in gunmetal grey with red upholstery, excellent condition, very low mileage; £1,125 or terms over 24 months.

**L**AYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [9151

**H**. A. SAUNDERS, Ltd., offer:—

**1950** Standard Vanguard saloon, maroon with beige leather upholstery, 8,000 miles; £1,445.

**1950** Standard Vanguard saloon, maroon with beige leather upholstery, 10,000 miles; £1,395.

**836**—842, High Rd., N.12. Hillside 0024. [9177

**H**. A. SAUNDERS, Ltd., Radlett.

**1949** (November) Standard Vanguard saloon, black, all-leather, heater, 4,600 miles.—Radlett 6167. [9942

**W**ARWICK WRIGHT, Ltd., offer:—

**1950** Standard Vanguard saloon, grey, blue leather, 9,000 miles.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [6602

**M**cKINNON MOTORS, Ltd., offer:—

**S**EVEN hundred miles only.—Vanguard saloon de luxe; six months' written guarantee; trade enquiries welcomed.

**M**cKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [9014

**G**ORDON CARS (LONDON), Ltd.—1950 Vanguard estate car, green.—Below.

**G**ORDON CARS (LONDON), Ltd.—1950 Vanguard estate car, grey.—Below.

**G**ORDON CARS (LONDON), Ltd.—1949 Vanguard saloon grey.—Below.

**G**ORDON CARS (LONDON), Ltd.—1949 Vanguard utility, brown.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9492

### STANDARD VANGUARD

**1949** Standard Vanguard, radio, heater, one owner, taxed; £1,025.

**B**IRKETT MOTORS, Ltd., 636, Mile End Rd., E.3. Advance 1517. [7406

**S**TANDARD Vanguard, 1949, 13,000 miles, excellent condition, one owner, left-hand drive; highest offer over £950.—Box 1497. [8920

**1949** (Sept.) Vanguard, one owner, green, red interior; £1,095; terms and exchanges.—Godrich, Ewins & Co., Ltd., Botley, Hants. [9447

**1949** Standard Vanguard, radio and heater, colour bronze, excellent condition; £1,115.—Panties Service Garage, London Rd., Guildford 5326. [9789

**1950** Standard Vanguard saloon, green, radio and heater, 6,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9439

**1949** Vanguard, green leather upholstery, immaculate condition; £1,125.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [9279

**S**TANDARD Vanguard saloon, 1950, 4,000 miles, finished in maroon with beige interior, fitted heater. —Lamb's, Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [9369

### STANDARD MISCELLANEOUS

**S**ALES, service, spares.

**S**TANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

**C**ARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6088-9. [0052

**T**ANKARD & SMITH Ltd., offer the choice of many Standard 8s, 10s and 12s from their vast stock of over 200 used cars, all subject to three months' written guarantee.—198, King's Rd., S.W.3. Tel. Flax. 4801-3.

#### Standard Cars Wanted

**C**

**M**

**T**HE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3434.

**R**

**S**

**R**OWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

**I** URGENTLY need post-war Standard.—21, Kirkstall Rd. S.W.2. Tulse Hill 1288 (day). [0751

**A**LMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0860

**P**OST-WAR 14 saloon wanted privately.—Morris, South Cottage, Baronhurst, Epsom. Temple Bar 8000. [9641

**M**ARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

**C**ASH buyers of low-mileage Standard 12s, 14s, Vanguards, distance no object.—Hattons, Lord St., Southport. Tel. 2268 [0801

**A**PPROACH us first before disposing of your Standard car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [9607

**C**. A. PETO Ltd., 42, North Audley St., W.1, Standard agents, will purchase Standard cars in first-class condition.—Mayfair 3051. [5758

**S**TANDARD Vanguard and post-war 12s and 14s, in good condition, urgently wanted.—J. R. Inwards, Ltd., High St., Ruislip 3033-4-5. [0809

**A**LBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

**S**TARNES MOTORS, 103, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel. Gla. 2480. [0431

**I**F your car is in London and is a post-war model, it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London buying office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [9204

#### Standard Spares and Service

**S & T**

**S**TANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

**S**TANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

**R**EPAIRS and service for Standard and Triumph cars by the Standard agents.—Kelross Garage, Highbury Grange, N.5. Canonbury 3190. [0294

**S**TANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [1572

**S**TANDARD spares for all models, largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3522). [0359

**S**PARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

**B**ROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned unit.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

**L**ANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin. 3151-4. [0286

**K**. J. MOTORS, Ltd., have available for immediate delivery, reconditioned engines and vast stock of spares for all models; the Sandard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0567

**H**ALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines guaranteed 3 months; Girling-Bendix stockists.—Arcadia Ave., Finchley, N.3. Finchley 5908-9 [0002

### STUDEBAKER

**S**IMPSON'S MOTORS offer:—

**1947** Studebaker, right-hand drive, 4-door saloon, fitted with extras; for full list see under "American Cars."

**S**IMPSON'S MOTORS (Wembley), Ltd. (American Car Specialists). Wembley 8691-2. [9231

### STUDEBAKER

**A**CLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:—

**1936** Studebaker 26hp 4-door saloon, finished black with cloth upholstery, good tyres and in really good condition throughout; £325. [9695

**1939** Studebaker 22hp 4-door saloon, excellent condition; £465.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7830

**1950** Studebaker Regal de luxe Champion power operated convertible with every extra, right-hand drive, 3,000 miles, a superb car; £3,250.—J. P. Crawley, 48, Kensington Court, W.8. Western 6015. [9156

**1950** Studebaker Commander 2-door saloon, right-hand drive, radio, heater, etc., 9,000 miles, the most magnificent car (the show model); £3,450.—J. P. Crawley, 48, Kensington Court, W.8. Western 6015. [9157

**S**TUDEBAKER Champion 22hp right-hand drive 6-seater saloon de luxe, registered 1949, beautiful steel grey coachwork with horizontal barred "new look" front, all-leather upholstery throughout, exceptional mechanical order.

**C**AMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). 27 American cars in stock together with nearly 400 cars of other makes. Write for post-free catalogue. Hire purchase. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [9507

**£395**—Studebaker President super de luxe saloon, 1939 model, with independent front wheel suspension and dashboard gear change, giving full accommodation for 6 passengers with extra generous luggage accommodation in rear lift-up luggage boot, excellent black coachwork with wide chromed waistline and horizontal barred semi-mouth-organed type front, upholstered throughout in grey Bedford cord, in thoroughly clean and tidy condition, oil consumption negligible, braking and transmission beyond reproach, steering accurate, engine dead quiet with silent tick-over; in fact, the whole car in quite remarkable condition for a pre-war car; can be seen by appointment only.—Tel. between 6 and 7 p.m. to Great Brickhill 288. (On main London-Birmingham road 40 miles north of London.) [9460

#### Studebaker Cars Wanted

**S**IMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Studebaker from 1937 onwards. Wembley 8691-2.

### SUNBEAM

**J**. MARSHALL, offers:—

**1932** Sunbeam 18hp 4-door sports saloon, requires attention; £95.

**J**. MARSHALL, 869, St. Albans Rd., Watford, Herts. Tel. Garston 2369. [9854

### SUNBEAM-TALBOT

**C**AR MART, Ltd.

**1947** Sunbeam-Talbot 2-litre tourer, 13,000 miles; £995.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9567

**W**ARWICK WRIGHT, Ltd., offer:—

**1950** Sunbeam-Talbot 80 convertible coupe, pastel blue, beige leather, 5,000 miles.

**1950** Sunbeam-Talbot 80 saloon, black, brown leather, 6,000 miles.

**W**ARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [9869

**M**cKINNON MOTORS, Ltd., offer:—

**1950** (May) Sunbeam-Talbot 90 saloon, black, beige leather, 2,200 miles only, one owner; £1,650.

**1950** (May) Sunbeam-Talbot 90 saloon, grey, grey leather, radio, heater, several extras, taxed Dec., one owner, 6,000 miles; £1,650.

**S**IX months' written guarantee; trade enquiries welcomed.

**M**cKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tel. Wallington 3404. [9012

**W**EMBLEY COURT MOTORS offer:—

**1950** (November, 1949) Sunbeam-Talbot 80 saloon, gunmetal, as new throughout, one owner; £1,295.

**1939** Sunbeam-Talbot 10 saloon, just re-cellulosed polychromatic silver grey, splendid condition throughout; any trial; £600.—Wembley Court Motors, High Rd., Wembley. Arnold 5221-2. [7557

**C**OOMBS & SONS (GUILDFORD), Ltd., offer:—

**1950** Sunbeam-Talbot 80 saloon, black and brown, 7,000 miles; £1,350.

**C**OOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [8822

**1950** Sunbeam-Talbot coupe, 4,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4834 3406. [9195

**S**UNBEAM-TALBOT saloon, genuine 7,950 miles, as new, 1947, maroon; £925.—Southend-on-Sea 2915, 9-6 p.m.; Saturday 1 o'clock. [8687

**1950** Sunbeam-Talbot 90 saloon, black, 6,000 miles; £1,550.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [9398

**1949** Sunbeam-Talbot 90 saloon, colour gunmetal, grey upholstery, £1,395.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [9176

**1950** Sunbeam-Talbot model 90 saloon, black, maroon leather, 9,000 miles, as new; £1,475. —Palmer, 12, Church St., Luton 4212. [9887

**G**ORDON CARS (LONDON), Ltd.—1948 Sunbeam-Talbot 10hp open tourer, grey.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9468

**1949** Sunbeam-Talbot 80 saloon, finished in satin bronze with red leather, small mileage, fitted interior heater, immaculate condition; £1,195.

**J**OHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [1842

**1948** (March) Sunbeam-Talbot 10 touring car, gunmetal finish, nice condition throughout; £795. —Dixon's Garage, 134, West Hill, Putney, S.W.15. Putney 0396. [9226

**1950** (May) Sunbeam-Talbot 80 sports saloon, black, brown leather upholstery, 13,000 miles only, spare unused; an immaculate car in every respect; £1,375.

**P**HŒNIX MOTOR Co. (SURREY), Ltd., Phœnix House, High St., Sutton, Surrey. Tel. Vigilant 1121. [9834

**5000** miles.—A 1950 Sunbeam-Talbot 80 sports saloon, black with red leather, spare unused; £1,400.—R. P. Fuggle, Ltd., Bushey Heath, Herts. Tel. 1685. [9106

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## SUNBEAM-TALBOT

**1939** Sunbeam-Talbot 10hp sports tourer, very nice car, immaculate throughout, tyres new, taxed year, bargain; £575.—32b, Church St., Kensington, W.8. Tel. Western 5720. [8813

SUNBEAM-TALBOT 80 saloon, 1950, 4,000 miles, finished in green with fawn interior, radio.—Lamb's Ltd., Standard House, Southend Rd., Woodford, Essex. Wan. 0123 (8 lines). [9370

**1946** Sunbeam-Talbot 10hp foursome d/h coupe, new hood and resprayed in Nov., 1950, five new tyres; £750.—476, Newchurch Rd., Rawtenstall, Rossendale, Lancs. Tel. Rossendale 1379. [9050

**1950** (April) Sunbeam-Talbot 80 saloon, bronze, with red leather, genuine 12,000 mls.; £1,350.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9340

ROSE & YOUNG, Ltd., offer: 1949 Sunbeam-Talbot 80 drop head coupe, exceptionally clean car, finished in black, with beige leather; £1,095.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [7789

**1940** Sunbeam-Talbot 4-litre 5-seater saloon, black with beige leather upholstery, recent overhaul includes recond. engine, brakes, new battery and 5 new tyres, a very handsome and distinctive car; taxed to December £665; terms and exchanges.

MAKIN & HARRISON (MOTORS), Ltd., 492-6, High Rd., Chiswick, W.4. Chiswick 0558/2619. [9754

**1950** (June) Sunbeam-Talbot 90 drop head coupe for sale, satin-bronze finish, red leather seats with nylon covers to match, radio, carpet covers, only 6,500 miles, in brand new condition, private sale; £1,600.—J. Skrek, Canton Market, Cardiff. [9689

**795** gns.—Sunbeam-Talbot 10, June 1947, tourer, cream and black, green leather, Windtone horns, good tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9821

TANKARD & SMITH, Ltd., offer 1949 Sunbeam-Talbot 90 sports saloon, in very attractive metallic green with brown leather, speedometer reading 12,000 miles only, unmarked condition; £1,375; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [9081

### Sunbeam-Talbot Cars Wanted

R

ROOTES.

DISTRIBUTORS.

REQUIRE modern low-mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411.)

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

R

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28, Upper High St., Epsom 9480. [9736

CASH buyers of low-mileage Sunbeam-Talbot 10s and 2-litre; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0802

URGENTLY required, low mileage 1949-50 Sunbeam-Talbot 90 saloon.—Gibsons Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681.

CRIPPS, of Nottingham, urgently require all recent models Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot Distributors, Parliament St., Nottingham. Tel. 46381 [0462

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

## TALBOT

**1935** 110 Talbot sports saloon by James Young, black; £750.

**1936** 105 Talbot sports saloon, grey; £650.

BOTH the above cars have a known history since new, have been completely overhauled and are in 100% condition.

R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [9107

**345** gns.—Talbot 10, Sept. 1936, foursome drop head coupe, black, blue leather, good tyres, very good condition; taxed; terms, exchanges.—Rowland Smith, below.

**295** gns.—Talbot 75, August, 1937, 18hp de luxe 4-door saloon, black, sliding head, fawn leather, synchromesh, good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [9823

**1950** (May) Talbot 80 drop head coupe, fitted radio, colour bronze, 8,000 miles; £1,495.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9863

**1937** Talbot 18hp saloon, in black with red hide upholstery, all new tyres, very attractive car with marvellous performance; £375.—Taylor Motors 443, Purley Way, Waddon, Croydon (adjacent to "Propeller" Public House 1 minute Croydon Airport). Cro. 5225. [8364

### Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham 6041. [0991

### Talbot Spares Wanted

TALBOT 110 1935 spares wanted, particulars and prices.—Williams, 51 Dumbleton Ave., Leicester. [9396

## TRIUMPH

CAR MART, Ltd.

**1949** Triumph 2000 Roadster, radio, 8,000 miles; £1,235.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [9571

TOM GARNER, Ltd., offer:—

**1950** Triumph 2-litre Renown saloon, grey with grey upholstery, 7,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6. [9166

## TRIUMPH

NEWNHAMS, Ltd.

**1947** Triumph 1800 saloon, black with beige, excellent condition.

**1938** (Oct.) 14-60hp Triumph Dolomite saloon, black with brown, one owner.

NEWNHAM HOUSE, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [9776

SAUL & SLATTER, Ltd., offer:—

**1949** Triumph Roadster, black, 11,000 miles in immaculate condition throughout; £1,175.

**1948** Triumph 1800 saloon, grey with grey leather upholstery; £1,075.

**44**—46, Aldermans Hill N.13. Tel. Palmers Green 1306/7173. [9785

CHARLES FOLLETT, Ltd., offer:—

**1947** Triumph razor edge saloon, black, maroon leather, one owner, 21,000 miles, radio, exceptional condition; £1,075.

**18**, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, 12, Wellesley Ave., W.6. Riv. 1413. [9415

PHILIP RICKARDS, Ltd., offer:—

**1949** Triumph Roadster, green, 15,000 miles, H.M.V.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [9808

WARWICK WRIGHT, Ltd., offer:—

**1949** Triumph 2000 Roadster, champagne, red leather, 11,000 miles.

**1950** Triumph Renown saloon, maroon, red leather, heater, 16,000 miles.

**1950** Triumph Renown saloon, black, brown leather, heater, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [7801

McKINNON MOTORS, Ltd., offer:—

**1949** (Aug.) Triumph 2000 razor edge saloon, grey, leather to match, Notek spot lamp, taxed Dec., 8,500 miles, the whole car in brand new condition; £1,500; six months' written guarantee; trade enquiries welcomed.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, near Croydon, Surrey. Established 1906. Tels. Wallington 3404. [9011

H. M. BENTLEY & PARTNERS, Ltd.

**1949** (August) Triumph 2000 saloon, black, one owner, H.M.V. radio; £1,425.

**9**, ALBEMARLE St., London, W.1. Tel. Grosvenor 5551. [8742

**1948** Triumph 1800 Roadster, spotless; £985, below.

**1948** Triumph R.E. saloon, beautifully kept; £1,170.

SMITH & HUNTER, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9330

**1949** Triumph 2000 Roadster, grey, red leather; £1,225.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.3. Tel. Kensington 7475. [9313

GORDON CARS (LONDON), Ltd.—1950 Triumph Renown saloon, grey, below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, black, below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 saloon, grey, below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, black, below.

GORDON CARS (LONDON), Ltd.—1949 Triumph 2000 Roadster, grey.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9493

**1949** Triumph 2000 saloon, black, one owner speedo. 15,000; £1,425.

FERRARIS OF CRICKLEWOOD, Ltd., 220-228, Cricklewood Broadway, N.W.2. Gla. 2234 [7452

**1949** Triumph 2000 Roadster, fitted many extras, superb condition; £1,095.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [9482

**1948** (August) Triumph Roadster, radio, exceptional condition; £1,025.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [9364

**1948** (November) Triumph 1800 saloon, negligible mileage, condition as new, fitted radio.

GUY ALFREDS & Co. Ltd., 6-7, Warren St., W.1. Euston 3268. [8239

**1947** Triumph R/E saloon; £980.—Blue Star Garage, 617, Finchley Rd., N.W.3. Ham. 2254 [7662

**1950** Triumph 2-litre Renown saloon, black, beige leather, heater, 5,000 miles, spare unused, one owner.

RIPCO, Ltd., 16, Albemarle St., Mayfair, W.1. Regent 2952-3-4. [9633

**1948** Triumph Roadster 2000, polychromatic green, heater, 19,000 miles only, first-class condition; £1,100.

CONTINENTAL CARS, Ltd., Portsmouth Rd., Send, Surrey. Ripley 3122. [9353

**1947** Triumph Roadster, grey, blue upholstery, excellent condition; nearest £900.—Mayne, Gunnislake 154. [9446

**1935** Triumph Gloria 10 saloon, bargain; £195; payments.—Vaughan, 17, Astwood Mews, S.W.7. Fro. 1319. [9897

**1950** Triumph Renown saloon, black with beige leather, radio, heater, low mileage, very carefully used; £1,675.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2368. [9150

**2000** miles.—1947 Triumph Roadster, blue.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9438

**1949** Triumph Roadster, green, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9437

**1950** Triumph Renown saloon, 4,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588. [9436

TRIUMPH Roadster, 1948, recelluloised in black in 1951, beautiful condition; price £1,150.—Mr. Heaps, 115, Tong Rd., Leeds, 12. Tel. 38731. [9057

**1947-8** Triumph 1800 saloon, grey with grey leather, low mileage, fitted interior heater, carefully maintained in beautiful condition, £995.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [1845

## TRIUMPH

**1939** Triumph 14 Dolomite 4-door sports saloon, colour black, brown hide upholstery, mechanically sound and good appearance, taxed year; 449gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [9945

**1937** Triumph 14hp sports saloon, engine reconditioned, 6,000 miles; £335.—Vandervells (buyers of good used cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [5809

GOLDERS GREEN.—H. A. Saunders, Ltd. 1949 model Triumph 1800 saloon, grey/grey hide, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m. to 9 p.m. [9666

**1949** (November) Triumph 2000 saloon, spare unused, fitted heater, radio and defroster, taxed, 10,900 miles; £1,395.—Woking Motors (Maybury Hill) Ltd., Woking 1928. [9177

**1949** (May) Triumph Renown, black, beige leather, one owner, radio, heater; £1,450.—Hendon Central Garage, Ltd., 44-46, Watford Way, Hendon Central, N.W.4. Tel. Hendon 1423-4. [92[illegible]

**1938** 14hp Triumph Dolomite Roadster, black, brown leather upholstery, in extremely nice condition throughout; £525.—Birkett Motors, Ltd., 72-74 High St., South Woodford, E.18. Buckhurst 3766. [9684

**1949** 2000 model Triumph Roadster a very attractive car in gunmetal grey with red hide upholstery genuine low mileage, one owner, almost unmarked; £1,085.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [7767

TANKARD & SMITH, Ltd., offer 1949 Triumph 2000 Renown saloon, in metallic grey with beige leather, speedometer reading 10,000 miles, which is believed quite genuine, unmarked and unscratched; £1,375; three months' written guarantee; also 200 guaranteed used cars of all makes.—Below.

TANKARD & SMITH, Ltd., offer 1949 Triumph 2000 Roadster, in metallic grey with matching leather, speedometer reading 7,000 miles, which is believed genuine, a really clean car; £1,225; three months' written guarantee; also 200 guaranteed used cars of all makes.

TANKARD & SMITH, Ltd., 198, Kings Rd., S.W.3. Tel. Flaxman 4801-3. [9082

**£595**.—Triumph Roadster 14hp model, one of the very few to be produced late pre-war, beautiful streamlined appearance with first-class bodywork finished in Salvadore blue, abundance of chrome work and frontal accessories, twin Windtones, twin pass lights, mascots etc.; finest quality plain trimmed leather upholstery throughout, hood almost brand new; performance leaves little or nothing whatsoever to be desired, and must be experienced to be appreciated.—See below.

**£1095**.—Triumph 2000 Roadster, 1949, quite one of the most immaculate 2000s we have seen; genuine one owner since new, very carefully and sparingly used.

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue. Nearly 400 cars ready for inspection and purchase. Hire purchase. Part exchanges. Free delivery to any part of the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [9524

### Triumph Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Triumph cars.—320, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041

ALMOST new Triumph required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4487. [0853

MARSTON MOTOR Co., Ltd., for your Triumph. Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0182

**1946**/49 saloon or Roadster wtd., price, mileage, etc.—Box 1799, or 'phone 5 to 8 p.m., Sale 5803. [9066

CASH buyers of low-mileage 1800 and 2000 Triumphs; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0804

BRITISH & COLONIAL MOTORS, Ltd., require good Triumph cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9427

C. A. PETO, Ltd., 42, North Audley St., W.1, Triumph agents, will purchase Triumph cars in first-class condition.—Mayfair 3051. [5759

IF your car is in London and is a post-war model, it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London buying office of Lamb's Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [9205

### Triumph Spares and Service

S & T

STANDARD & TRIUMPH SALES Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

NEWNHAMS, Ltd.

TRIUMPH specialists, service and spares for all models, incl. Dolomite type radiator grilles.—Newnham House, 235-7-9, Hammersmith Rd., W.6. Riv. 4646. [1539

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7733

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-78, Broadway, Bexleyheath. Tel. 1666-7. [0499

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co. Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0355

## UTILITY CARS

CYRIL SHEPPARD offers:—

**1948** Jowett Bradford de luxe utility, one owner; £550.

**1947** Ford 10, Martin Walter, in excellent condition throughout; £550.

**1948** Morris 12, Martin Walter utility; £625.

**102**, Kings Rd., Reading. Tel. Reading 2712. [8863

# USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

## UTILITY CARS

HUMBER Super Snipe shooting brake, 1947 model, condition as new.

ENQUIRIES invited.—Apply L. R. Clark, 27, Walcot Rd., Swindon. Tel. 3417-8. [9047

STANDARD 12 utility with tilt, reconditioned, exceptional condition; £245.

FORD V.8 (ex-W.D.) heavy utility, £10 tax, in exceptional condition; £275.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [7831

1935 Lanchester 10 Utility.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [9551

1947 Bradford Utility, low mileage, 6 seats, superb condition, guaranteed; £475.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [9075

1938 Humber shooting brake for sale, 27hp, excellent condition throughout; £325.—Box 1498. [6086

1950 Bradford de luxe Utility, one owner, low mileage, superb condition, guaranteed; £725.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [9074

1948 Hillman (Aug.) estate car, one careful owner, mileage 14,000, in immaculate condition; £945.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [9479

A40 Utility (Nov., 1949), flush folding seats, sliding windows, mileage 8,000, condition as new; £925.—Box 1963. [9002

FORD V.8 Utility eight-seater, first registered 1944, suitable for passenger and goods work, can be inspected in London; £300.

LEWIS BROOKS & Co., Ltd., Haddon House, 66a, Fenchurch St., E.C.3. Tel. Royal 7712. [9136

1947 Bradford utility de luxe, chrome radiator, tan finish, full seating, carefully used; £525.—122, Clifton, York. Tel. 53230. [9472

ALVIS 1948, 14hp, goods utility body, recently overhauled by makers, luxury driving; £925.—Shaftesbury Society, 32, John St., W.C.1. [9144

1950 Vanguard estate cars, one 4,200 miles, one 6,800 miles.—Leslie Matthews & Co., 97, Bristol St., Birmingham, 5. Midland 2297. [9097

1949 Bradford Utility, mileage 13,000, nice condition throughout; nearest new price secures.—V. Collett, Bourton-on-Water. Tel. 336. [9026

ROYS AUTOMOBILES, Ltd., offer 1938 Rover 14 utility fitted modern wooden body with usual accommodation, etc., taxed; £325.—127, Parkway, N.W.1. Euston 2700. [8904

ALVIS shooting brake, 1934, 16.95hp, 8,000 miles since complete rebuild in 1949, beautiful car, new tyres, thoroughly reliable, any trial; £300 or near.—Southard, 3, Vicarage Rd., Chester. [9929

1950 (May) Standard Vanguard Estate car, green, 10,200 miles; also 1949 (Dec.) similar, with radio and heater, 15,000 miles.—Ernest Sutton, Cleeve Hill 95 (Cheltenham). (Trade enquiries only please.) [9762

FORD Mercury shooting brake, £10 tax, 32hp, 18mpg, private sale, much money spent recently, receipts shown, good as new tyres, ideal car for furniture dealer, etc., very smart; 575gns.—T. Lupton, 18, Loudoun Rd., N.W.8. Pri. 0886. [9038

HILLMAN Utility, 10hp, 1946, ex-W.D., rebuilt superb natural hardwood half body, glass all round, 4-6-seater, head lamps, bumpers and many other fittings brand new, maroon cellulose; best offer around £350.—20, Plemont Gardens, Bexhill-on-Sea. Tel. 3128. [9049

### Utility Cars Wanted

CASH buyers of low-mileage utilities; distance no object.—Hattons, Lord St., Southport. Tel. 2268.

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041 [0995

1949-50 Standard Estate car, low mileage, urgently required; cash.—Norwich 25672. [9421

ALL types utilities wanted for cash.—Read Bros. Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1608. [0534

JACK STONE & SON will purchase immediately 10-30hp utility shooting brakes or vans.—221, Upper Richmond Rd., Putney. Tel. day and night Putney 1054-5, 2276-7. [3557

## VAUXHALL 10

1947 Vauxhall 10 saloon, black and brown upholstery, low mileage, one owner, exceptional condition; £725.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [7508

## VAUXHALL 12

DICKS CAR SALES offer:—

1946 (December) Vauxhall 12 saloon, very careful user; £750.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6886-9. [8583

GOLDERS Green: H. A. Saunders, Ltd.—1948 Vauxhall 12 saloon, blue, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1948 Vauxhall 12 saloon, black, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m. to 9 p.m. [9681

1946 Vauxhall 12 4-door sun saloon, colour black, brown leather upholstery, low mileage; 679gns.

RAYMOND WAY, of Kilburn, hire purchase specialist, has 200 good used cars under £400.—Maida Vale 6044. [9946

1947 Vauxhall 12hp, black with brown leather upholstery, mechanically very good, an above average condition motor car, 3 months' guarantee.

LAWSON PIGOTT MOTORS, Ltd. (Vauxhall Dealers), 320, King St., Hammersmith, W.6. Tel. Riverside 4111; and 186, East Barnet Rd., New Barnet. Barnet 8044 and 2853. [4485

VAUXHALL 12 de luxe sun saloon, first registered May, 1947, excellent condition throughout, regularly maintained and serviced, taxed to December '51, any trial or examination welcomed; £765.—Richmond 1572. [9720

£495—Outstanding bargain, 1940 Vauxhall 12hp saloon de luxe, identical model to post-war, in original condition throughout except for carpets, two owners only since new, moderate mileage; thirty-eight other Vauxhalls together with nearly 400 other cars ready for immediate purchase; write for post-free catalogue to

CAMDEN MOTORS, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Hire purchase, part exchanges, free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. from Monday to Saturday. [9830

## VAUXHALL 12

£725—1947 series (November, 1946) Vauxhall 12 de luxe saloon, whole vehicle beautifully maintained and literally looks and runs like new, absolute bargain; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [9895

## VAUXHALL 14

£225—Vauxhall 14 2-door saloon, resprayed, new tyres, battery.—Richmond 5861. [9960

1947 Vauxhall 14 J type, black, brown leather, radio, exceptional condition; £850; terms and exchanges.

MAKIN & HARRISON (MOTORS), Ltd., 492-6, High Rd., Chiswick, W.4. Chiswick 0558/2619. [8448

1937 Vauxhall 14 Wingham cabriolet, one owner, 42,000 miles only, new hood and recellulosed grey, excellent condition.

WALTON-ON-THAMES MOTOR Co., Ltd., Walton 200. [9321

1947 Vauxhall 14, one owner since new, 20,000 miles only, exceptional value; £800.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [8609

1940 Vauxhall 14, 46,000 miles, £10 tax, new tyres, battery, rebored; £450.—Masters, 1, Pine Ridge, Carshalton. Wallington 8811 after 7 p.m. [9028

1946 (May) Vauxhall 14 black saloon, excellent condition; H.P. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3655 and 3954. [9800

## VAUXHALL WYVERN & VELOX

CAR MART, Ltd.

1949 Vauxhall Wyvern saloon, radio, heater, 11,000 miles; £1,095.—Car Mart Ltd., 150, Park Lane, W.1. Grosvenor 3434. [9563

CAR MART, Ltd.

1949 Vauxhall Velox saloon, 6,000 miles; £1,155.—Car Mart, Ltd., 320 Euston Rd., N.W.1. Euston 1212. [9564

H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Wyvern saloon, blue with brown leather upholstery, 3,000 miles; £1,225.

836—842, High Rd., N.12. Hillside 0024. [9181

H. A. SAUNDERS, Ltd., Radlett.

1949 Vauxhall Wyvern, heater, 2,500 miles.—Below.

1949 Vauxhall Wyvern, black, 10,000 miles.—Radlett 6167. [9939

WADDINGTON MOTORS, Ltd., offer:—

1949 model Vauxhall Wyvern, small mileage, unmarked; £1,025.—Fortune Green Rd., N.W.6. Ham. 2211. [6276

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:

1950 (May) Vauxhall Wyvern saloon, black, brown leather, 1,000 miles only; £1,295.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5658. [8870

GORDON CARS (LONDON), Ltd.—1950 Vauxhall Wyvern saloon, black, 4,000 miles, below.

GORDON CARS (LONDON), Ltd.—1948 (November) Vauxhall Wyvern saloon, black.—Gordon House, 573, Euston Rd., N.W.1. Euston 6611. [9487

VAUXHALL Velox, 14,800 miles, genuine car; £975.—507, Plodder Lane, Farnworth. Farn. 711. [9645

1949 (June) Vauxhall Velox saloon, one owner, leather, radio, heater, speedo 14,000; £1,075.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7454

GOLDERS Green: H. A. Saunders, Ltd.—1949 Vauxhall Velox saloon, green, 9,000 miles, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Vauxhall Velox saloon, black brown hide, heater, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m. to 9 p.m. [9679

1950 Vauxhall Wyvern saloon, in immaculate condition; £1,150.—Egham Motor Co., Egham 131. [9858

1949 Wyvern, radio, heater, low mileage.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7735. [9585

1950 Vauxhall Wyvern, polychromatic grey, 700 miles.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [9216

GOLDERS Green: H. A. Saunders, Ltd.—1950 Vauxhall Wyvern saloon, grey/brown hide, radio, low mileage, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1950 Vauxhall Wyvern saloon, blue/brown hide, radio, low mileage, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Vauxhall Wyvern saloon, grey, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Vauxhall Wyvern saloon, black/fawn, low mileage, guaranteed.—Below.

H. A. SAUNDERS, Ltd.—1949 Vauxhall Wyvern saloon, black/brown, heater, 19,000 miles, guaranteed.—144, Golders Green Rd., N.W.11. Spe. 0011. Open 9 a.m. to 9 p.m. [9680

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1949 (June) Vauxhall Wyvern, grey, grey cloth, fitted spotlamp, one owner; £1,025.

1948 (October) Vauxhall Velox, 22,000 miles, black, brown leather, fitted radio and heater; £995.

1948 (December) Vauxhall Velox, 16,000 miles, black, brown leather, heater fitted; £990.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [9266

WALTER SCOTT, Ltd.—1949 Vauxhall Wyvern, black, completely as new; £975.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [6332

1950 Velox saloon, grey with red leather, radio and host of other extras, absolutely immaculately maintained by one careful owner, low mileage; £1,225.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 4383. [9613

1949 Vauxhall Velox, black and brown leather, mileage 17,000, indistinguishable from new; £1,075.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [9824

## VAUXHALL 25

1937 Vauxhall 25, exceedingly nice motor, now being resprayed black; £420; £140 down, balance over 18 months.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3536 and 3537. Open weekdays 9 a.m. to 7.30 p.m. [9911

## VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0017

1939 Vauxhall saloon, all new tyres, £425 or near.—Val. 9604. [9927

VAUXHALL and other makes of used cars in good condition; let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0059

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15 Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0263

### Vauxhall Cars Wanted

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150, Park Lane, W.1. Grosvenor 3434. [0975

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4—6, Berkeley Sq., W.1. Grosvenor 4328. [0018

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0994

WE wish to purchase post-war Vauxhall Wyvern or Velox.

BROWN & MALLALIEU, Ltd., General St., Blackpool. Tel. 22522. [9846

I REQUIRE post-war Vauxhall urgently.—Fortune, 17, Astwood Mews, S.W.7. Tulse Hill 2768 (day) [0572

CASH immediately for good Vauxhall.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9730

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612

BRITISH & COLONIAL MOTORS, Ltd., require good Vauxhall cars.—Upper St. Martin's Lane, W.C.2. Tem. 3588. [9426

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Vauxhall from 1937 onwards. Wembley 8691-2. [0674

1940 Vauxhall J model saloon required.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [9290

CASH buyers of low-mileage Wyvern and Velox Vauxhalls; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0806

VAUXHALL 14hp saloon wanted, post-war J. type preferred.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 6638. [8805

MODERN low-mileage Vauxhall 10, 12 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0063. [0479

URGENTLY required post- and pre-war Vauxhalls; cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0089

BROADWAY MOTOR Co. (main dealers) will purchase Vauxhall and other makes in really good condition; special arrangements for buying or selling on commission basis.—3-13 Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

### Vauxhall Spares and Service

C.A.C.

CROYDON AUTOMOBILE COMPANY, Ltd.

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EGHAM MOTOR Co. for Vauxhall cars, spares and service.—Egham By-pass. Egham 131. [0196

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WARWICK WRIGHT, Ltd., offer:—

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GORDON CARS (LONDON), Ltd.—1950 Wolseley 6/80 saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1950 Wolseley 4/50 saloon, maroon.—Below.

GORDON CARS (LONDON), Ltd.—1949 Wolseley 4/50 saloon, black.—Below.

GORDON CARS (LONDON), Ltd.—1948 Wolseley 18hp saloon, black.—Gordon House, 373, Euston Rd., N.W.1. Euston 6611. [9489

1937 Wolseley 25hp 7-seater limousine, in sound mechanical order throughout; £485.

1946 (Sept.) Wolseley 12hp saloon, genuine mileage 24,000, in excellent order throughout.

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1933 Wolseley Hornet 12, overhauled 100%; £130. —Tel. 334 Bastildon, Billericay, after 7. [9365

1939 Wolseley 14 black saloon, leather upholstery, beautiful condition; £595.—Northwood 2355. [8148

1946-7 Wolseley 18 saloon de luxe, superb condition; £850.—12, Church St., Luton 4212. [9888

1939 Wolseley 18 saloon, black, brown leather interior, car in splendid condition throughout; £650.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, N.W.2. Gla. 2234. [7455

BEARTS of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0083

1939 Wolseley 16/65 saloon, one owner, excellent mechanically, and faultless in appearance; £595. Also

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279 gns.—1937 Wolseley 12 de luxe saloon, excellent condition.—Autoships, 5, Balham High Rd., Balham 1509. [9687

1950 Wolseley 4/50 saloon, heater, low mileage.—Basil Roy, Ltd., 161, Gt. Portland St., W.1. Langham 7733. [9584

1939 Wolseley 18/85 saloon, excellent condition; £575.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [9215

WHAT offers? Wolseley Hornet, 1931, Abbey coachwork, good running order.—Matthews, Chase Farm, Standford, Bordon, Hants. [9379

165 gns.—1934 Wolseley 12 saloon, good tyres, perfect runner; a snip.—Monahan Motors, 258, London Rd., West Croydon [6309

1949 Wolseley 4/50 saloon, 9,000 miles, maroon; £1,275.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [9227

CASS'S MOTOR MART.—1939 Wolseley 12 saloon, black, engine just reconditioned, immaculate; written guarantee.—5, Warren St., W.1. Euston 3523. [9782

1938 Wolseley 14, in very nice order; £520.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [9546

1936 Wolseley 14hp, £10 tax; £249 cash or terms; good condition.—C. & S. Motors, Ltd., Dudden Hill Lane, Neasden. Gladstone 8605-6. [8913

1939 Wolseley 14hp, black, body sound and clean, recellulosed, mechanically absolutely perfect, clean interior, choice of 2 cars, 3 months' guarantee.

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1938 Wolseley 14 black saloon, splendid saloon; h.p. terms arranged.—K. Henry, Ltd., 63-65, Great Portland St., W.1. Langham 3635 and 5954. [9802

DECEMBER 1946 Wolseley 18hp saloon, black, with brown leather; £765.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [9859

£190—1935-6 series Wolseley 12 4-door de luxe saloon, excellent runner, taxed, bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [9881

1937 Wolseley 18-80 salon de ville, black, low mileage, one owner only, in exceptionally good condition throughout; £450.—Westgate Motors, Wakefield. Tel. 4022. [9066

**WOLSELEY**

L. F. DOVE offer: 1937 model Wolseley 12hp de luxe saloon, black, with green leather, good mechanically and in appearance; £450.—60, Broadway, Wimbledon, S.W.19. Liberty 3456. [9876

1939 Wolseley 12 saloon, finished in grey, fitted with reconditioned engine, exceptional condition; £575.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [8606

CYRIL SHEPPARD offers: 1939 Wolseley 21 de luxe saloon, dark blue, leather to match, just reconditioned throughout, spotless; £650.—102, Kings Rd., Reading. Tel. Reading 2712. [8867

£240—1935-6 Wolseley 9 4-door saloon, guaranteed; also 1937 Wolseley 18 saloon, guaranteed; £345; payments.—Oldfield, 4, Russell Gdns. Mews, Kensington. Park 7780. [9751

ROYS AUTOMOBILES, Ltd., offer 1940 model Wolseley 12 de luxe saloon, one private owner, regularly maintained, new engine fitted last year; £595.—127, Parkway, N.W.1. Euston 2700. [8910

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1941 Wolseley Super 6 25hp drop head coupe, one owner since first registration in March, 1941, genuine mileage 76,000, whole car in faultless condition; seen by appointment.—Tel. Tudor 2594. [9033

1950 (June) Wolseley 6/80 saloon, grey with brown leather, 6,000 miles, as brand new; £1,525.—Gibson's Sports Cars (Xchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9342

WOLSELEY black saloon 14-60, £17/10 tax, first registered '46; twin carbs, specially tuned and silent, very nice car, any exam. and trial run; £675.—By appointment: 1, Keswick Ave., Merton Park. Lib 3372. [8669

1939 Wolseley 14 saloon, black, brown leather; £675.—Acres Autos, Ltd., 10 & 11, Ascot Parade, Clapham Park Rd., S.W.4. 2 minutes from Clapham North Underground. Tel. Macaulay 2211 and 2212. [9270

1940 Wolseley 12 de luxe saloon, recent new engine, radio, a superb full 5-seater in superb condition; £625; exchanges, hire purchase.—B. & H. Motors, 1464-8, High Rd., Whetstone, London, N.20. Hillside 6671-2. [7167

1938 Wolseley 14 saloon de luxe, black, leather upholstery; an immaculate car throughout which the discerning motorist will find a pleasure in owning; bargain £495.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 5779. [9630

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LIMOUSINE also Landaulette 1935/21hp, partition, widest occasionals leather upholstery, delightful condition, reasonable cost.

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CASH immediately for good Wolseley.—H. F. Edwards, 154, Gt. Titchfield St., W.1. Langham 0012. [9731

CLARKE & SIMPSON want only the best examples from 1937 onwards.—73-79 Cadogan Lane, S.W.1. Slo. 4727. [8177

SIMPSON'S MOTORS (WEMBLEY), Ltd., wish to purchase all models Wolseley from 1937 onwards. Wembley 8691-2.

CASH buyers of low-mileage Wolseley 8s, 12/48, 14/60, 4/50; distance no object.—Hattons, Lord St., Southport. Tel. 2268. [0806

7-Seater Limousines 25hp-Series Three. Details please. Alpe & Saunders Providence Court, Grosvenor Square Mayfair-2941. [6273

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6022. [7737

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APPROACH us first before disposing of your Wolseley car.—Tankard & Smith, Ltd., 194-198, Kings Rd., S.W.3. Flaxman 4801-3. [9611

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URGENTLY wanted for client.—1939 Wolseley 14/60, must be low mileage.—S. Morris & Co., 29-31, Edgware Rd., London, W.2. Tel. Pad. 3075-6. [9169

1947 Wolseley 18 required, must be in excellent condition and low mileage, private inquiry.—Arthur Emons, Old House, Gt. Horkesley, Colchester. [9029

COWLEY MOTORS require a 1939 Wolseley 14 saloon immediately; cash offered for that specimen motor.—Cowley Motors, 473, Cranbrook Rd., Ilford, Essex. Tel. Valentine 1066. [9291

GENUINE private person requires 1950 Wolseley 6/80, preferably black; will either buy outright or exchange with cash, Sept., 1949, black Morris 6, 9,000 miles.—Mullard, Witney, Oxon. Tel. 118. [8690

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FOR Wolseley mudguards, running boards, 1935-46.—Brooks, 5 and 6, Frederick Place, Brighton. Brighton 21147. [0386

R. HARDY & SON, 55, Marylebone High St., W.1 Welbeck 1101.—Spares, reconditioned unit service and repairs for all Wolseley 1937-1951 models. [0516

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BROCKHURST GARAGE.—Harrow agents for Wolseley sales, service, spares, reconditioned units.—Uxbridge Rd. Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0204

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1937 Austin 16 saloon, perfect condition; £300.

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LARGEST stock of superior small h.p. cars in the Midlands at prices from £95-£450.—Midland Motor Co., Traffic St., (Island) Derby. (1 minute bus station.) Tel. 2349. Open week-ends. [1346

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DESIRE to purchase for cash any pre- or post-war car, if in excellent condition, irrespective of horse power and type of coachwork fitted; fullest details and figure required would be appreciated.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [9742

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RAYMOND WAY, the hire-purchase specialists are still buying cars of all types, and have unlimited cash available.—Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044 (10 lines) [3675

A CASH offer on the spot for cars, motor cycles, lorries, any make or model, exchanges; h.p. a/cs settled.—Write, phone or call. Pride & Clarke Ltd., Stockwell Rd., S.W.9. Brixton 6251, ext. 130. [0734

ALL types of used cars urgently wanted, immediate cash settlement; H.P. accounts settled, selling on commission considered.—Call, write or 'phone, Trainor Motors, Ltd., 133-5, High St., South, E.6. Tel. Grangewood 2530, and 5834. [4679

NAYLOR & ROOT Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25 East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. [0…

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AUSTIN Sheerline, Humber Phase-II six bearer 5-door streamline Coachwork, lavish exclusive equipment.

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A 100 new motor cycles all makes in stock for immediate delivery, also a selection of second-hand solos and combinations, cars taken in exchanges.—Raymond Way, the hire-purchase specialists, Kilburn Bridge, N.W.6. Maida Vale 6044 (10 lines). [0850

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BRADFORD 1949 de luxe 4 light.

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COOMBS & SONS (GUILDFORD), Ltd., Portsmouth Rd., Guildford. Guildford 62907-8-9. [0639

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1949 Standard Vanguard van, unwritten, condition as new.—Below.

1949 Austin 25-cwt 3-way, low mileage, unwritten.

GUY ALFREDS & Co., Ltd., 6-7, Warren St., W.1. Euston 3266. [8240

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30hp metal-bodied 5ton Ford lorry, fully guaranteed, 1940; £250 or very close offer.—Archway 1681. [9064

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1937 Renault 12.1hp 10cwt van, exceptional condition, panelled internally, mileage 71,000.—Belding, Caravan Site, R.A.F., Abingdon, Berks. [8990

JOWETT main agents for the Bradford 8-10-cwt vans and light trucks.—Saxon Jefferies, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 3446. [0040

1948 Morris 25-cwt van, one owner, mileage 23,500, in very nice condition; £525.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Streatham 8638. [8282

BRADFORD 10cwt van, 1947, unlettered, excellent condition, used for light work only; best offer around £300.—20, Plemont Gardens, Bexhill-on-Sea. Tel. 3128. [9048

1944 Morris 15cwt van, in good condition, practically new set of tyres; £165.—Peter Bantock Car Sales, 104, High Rd., Chiswick. Chiswick 2725/5870. [5010

BRADFORD 10cwt van, 1948 model; £435; 3 months' guarantee; serviced, maintained and complete overhaul by advertisers.—Main Dealers, Malcolm Motors, Ltd., Broadway, Leigh-on-Sea. Tel. 78208. [8752

BREAKDOWN twin booms, power operated equipment, side jacks, etc., fitted on 3/5-ton Ford chassis, reconditioned throughout; £355.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [8620

1948 Bradford 10cwt van in blue, recellulosed, unwritten, 12,000 miles, one owner, as new, any inspection, 3-month guarantee, terms and exchanges; £475.—Trinity Cars, Ltd., 96, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [9835

NAYLOR & ROOT, Ltd.—April, '50 Austin A40 van, dark green, 500 miles only, indistinguishable from new; £825; 3 months' guarantee; terms available.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 each week-day including Saturday. [9546

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K. J. MOTORS, Ltd.—Vauxhall-Bedford main dealers and repair specialists.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0021

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ALL particulars of the new Humber, Hillman and Sunbeam-Talbot cars are available from the distributors, Rootes, Ltd., Devonshire House, Piccadilly, W.1. Grosvenor 3401. [0012

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SCOTT CARS, 347, Finchley Rd., N.W.3, for self-drive hire post-war cars.—Tel. Hampstead 7779 and 8676. [0616

SELF-DRIVE hire, inclusive terms, 1951 saloons.—Smith & Hunter, 376, Kensington High St., W.14. Western 2312. [0458

SELF-DRIVE post-war cars at competitive rates.—Rons Ltd., 3, Choumert Rd., Rye Lane, Peckham. New Cross 2103. [4304

IRISH touring, hire it and drive it; the 1950 Morris Oxford and Minor.—Shelbourne Motor Co., Ltd., 20, Kildare St., Dublin. [7263

ALWAYS 'phone Macaulay 3363 for self-drive or chauffeur-driven hire.—Gee Cars, Ltd., 60-62, Queenstown Rd., S.W.8. [0091

YORKSHIRE EAST RIDING DRIVE YOURSELVES (Hull), Ltd., welcome overseas visitors; 1951 cars.—362, Anlaby Rd., Hull. [9001

SELF-DRIVE from £9 per week.—South Kensington Motor Service, 2, Reece Mews, Harrington Rd., S.W.7. Kensington 1004. [0008

A40 and A70 saloons from 22/6 per day, complete tariff on request.—Le Grice Elers, 107, Old Brompton Rd., S.W.7. Ken. 2477. [9848

HAROLD R. HILLS' GARAGE.—Garage accommodation service; high-class car hire.—3-5, Ennismore Mews, S.W.7. Kensington 4020. [0551

MOORE PARK GARAGE.—Self-drive and chauffeur-driven cars, current models.—110, Wood Vale, Forest Hill, S.E.23. (For. 2432.) [0679

A40s 35/- daily; 1951/49 Ford 30hp Pilots, 45/- daily, other types available.—Alliance, 29, Burne St., Marylebone. Pad. 2646/6801. [0318

CAR hire, 1951 cars with or without chauffeurs, overseas visitors welcomed.—Central Motors, 14, Harrow Rd., W.2. Paddington 0766 and Pro. 5891. [6896

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IRELAND.—Drive yourself or with chauffeur, new cars.—Full details, apply Messrs. Thos. Cook & Son, Ltd., or direct Murray's, Baggot St., Bridge, Dublin. [9663

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ROYAL GARAGE for service, chauffeur-driven or drive yourself, all latest model cars; reasonable self-drive rates.—Ingram Sandle & Co., Ltd., Royal Garage, Gillingham St., S.W.1. Victoria 4366. [0443

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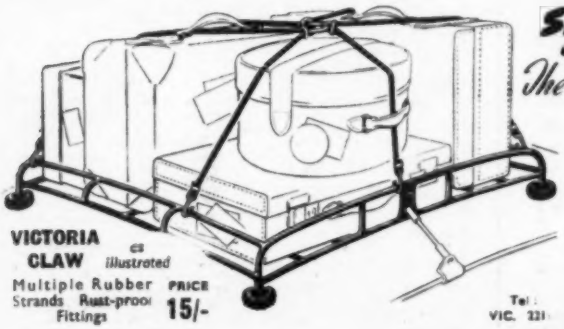

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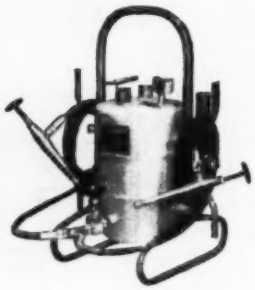

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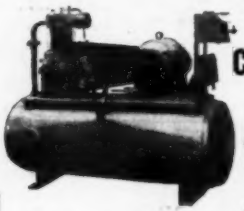

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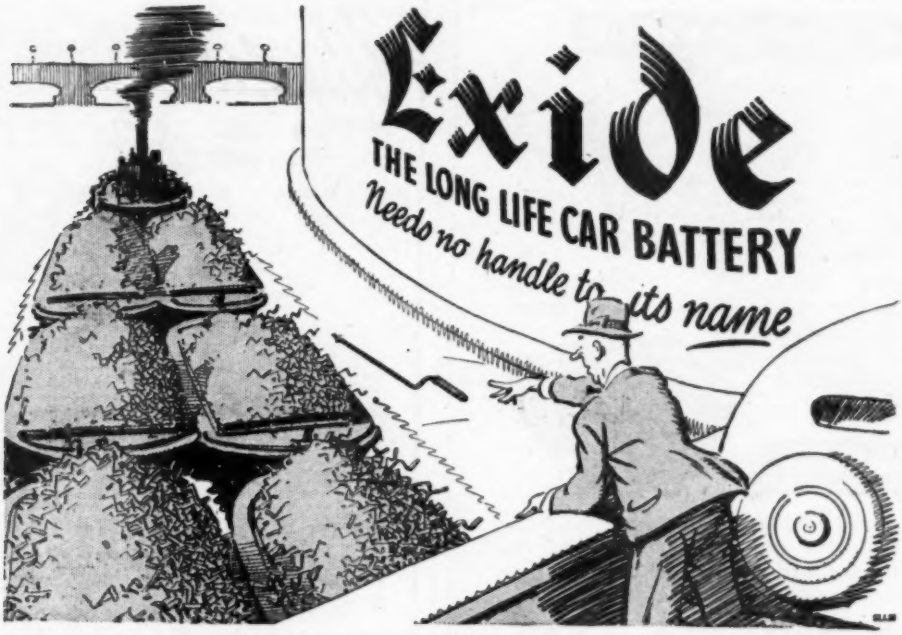


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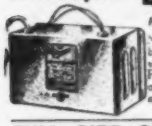

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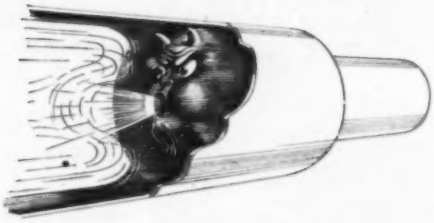

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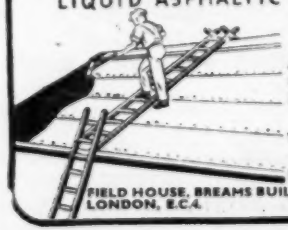

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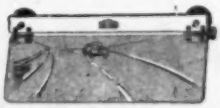

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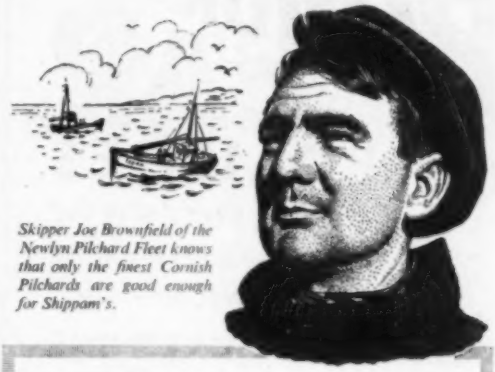

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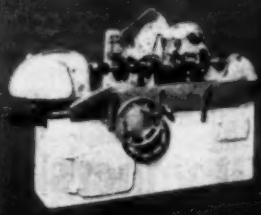

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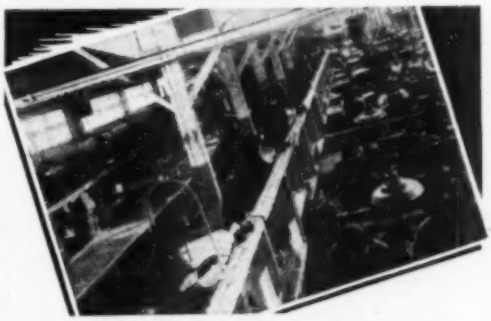

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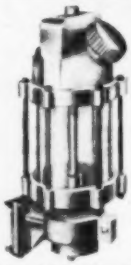

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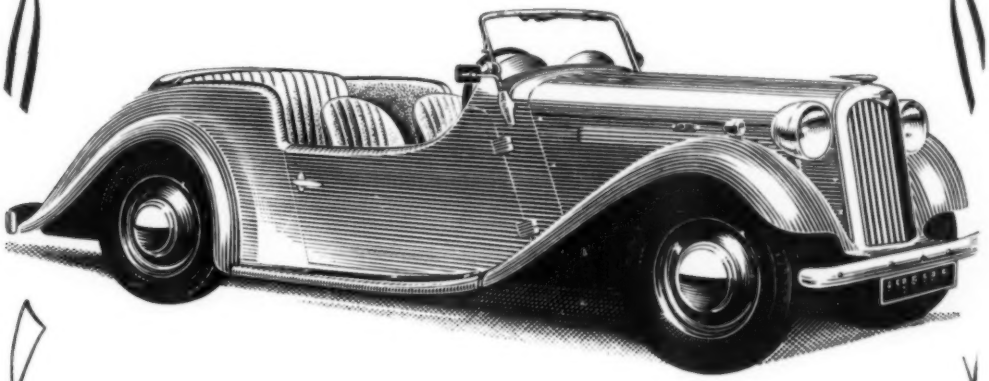

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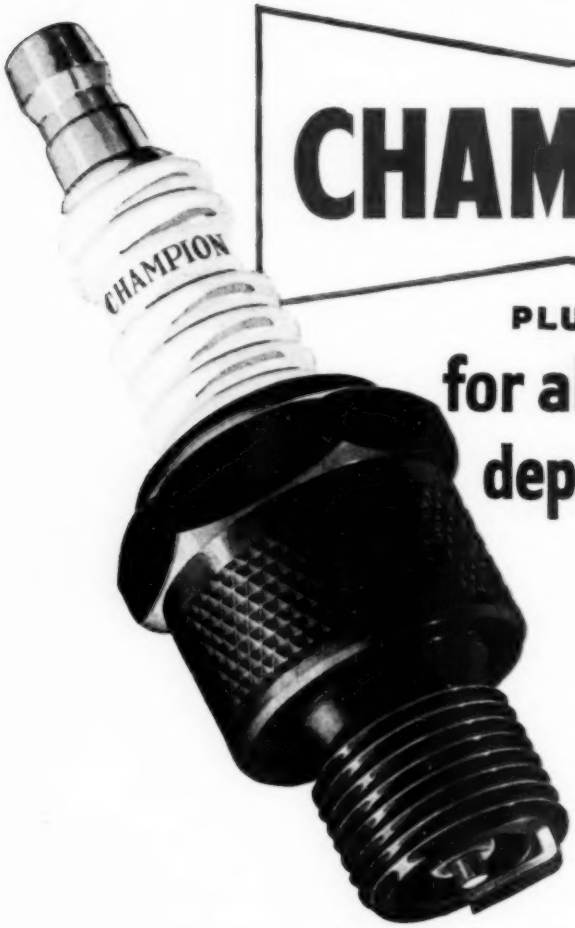


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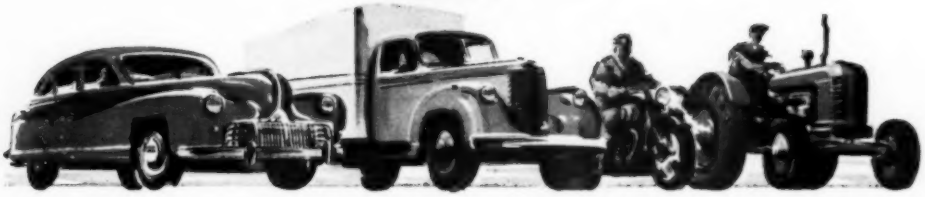

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